

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE: MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon-Bar.
Electric Lift and Telephone to each floor.
Tel. K.608 and K.609. Cable address:—KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.
Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE"
Telephone No. 3740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

WEEK-END FUN

QUEEN'S THEATRE

(Biggest Best Coolest.)

SATURDAY.—2.30, 5.15, 7.15, 9.15

Film—version of the Opera "Maritana"
See **WILLIAM FARNUM** in
"THE ADVENTURER"

SUNDAY.—6.00, 7.15, 9.15

Humor, love and pathos:—

WILL ROGERS'

clever and unique portrayal in

"GUILF OF WOMAN"

NOTE OUR

Specially Reduced Prices

PASSENGERS ARRIVED.

Per P. and O. s.s. Karmala from Yokohama via ports, July 11.—Miss Cooper, Mrs. H. Lambie, Miss M. Cumming, Mr. F. J. Keenan, Mr. E. M. Correa, Mr. J. C. Britto, Mr. J. P. Nicoll, Mr. P. V. Shay, Mr. S. C. Wang, Mr. S. K. Wang, Mr. S. R. Chow, Mr. C. S. Pee, Mr. S. Y. Chan, Mr. S. B. Chao, Dr. and Mrs. Tsaw, Mr. Hung and Mr. Malcolm.

TURNING WELSH INTO ENGLISH.
How Welsh children were forced to learn English is recalled in the yearly report of the Welsh Department of the Board of

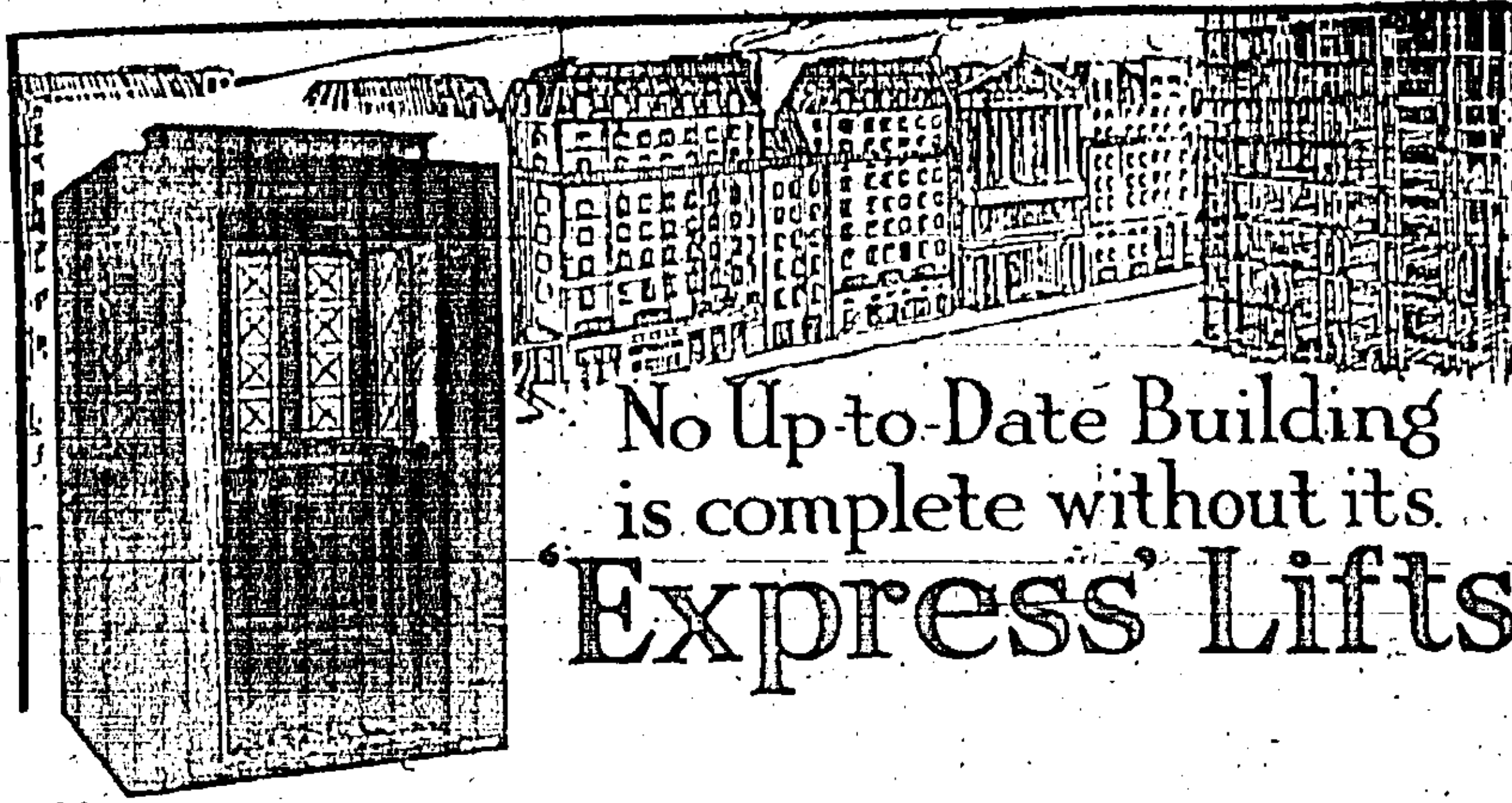
Education. The department quotes the report of a Commission which sat in 1846. A piece of wood known as the "Welsh stick" was hung round the neck of any boy who was overheard speaking Welsh, and he might transfer it to any schoolfellow whom he heard perpetrating a similar offence. The stick thus passed from one to another, until the close of the week, when the pupil in whose possession it was found was flogged. "Anything more pernicious than this practice," comments the present report, "and one more surely calculated to undermine a child's moral character, is hardly conceivable, yet it prevailed in Welsh schools for many years."

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

St. John's Cathedral, 4th Sunday after Trinity: 13th July, 1924. Holy Communion (Choral), at 8 a.m.; Parade Service, at 9.30 a.m.; Matins and Sermon, at 11 a.m.; Evensong and Sermon, at 6 p.m.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station: Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday morning 10 to 12.



No Up-to-Date Building
is complete without its
'Express' Lifts

THE AUTOMATIC FLOOR-LEVELLING DEVICE CAN BE FITTED
TO LIFTS WITH PUSH BUTTON CONTROL.
DUAL CONTROL.
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ESTIMATES FREE

EVERY LIFT MADE BY THE
EXPRESS LIFT CO.
IS FULLY GUARANTEED BY

THE GENERAL ELECTRIC CO.
OF CHINA

Queen's Buildings,

Hongkong.

CHINA COAST OFFICERS.

The Latest Changes.

Captain D. R. Kilbee, of the Waihsing, is on reserve. Captain J. W. Pettigrew, from reserve, has gone master, Waihsing.

Mr. T. T. Lee, chief officer, Waihsing, is on reserve.
Mr. G. Wood, second officer, Waihsing, is on leave.

Mr. W. Popham, from leave, has gone chief officer, Waihsing.
Mr. W. J. Turner, from reserve, has gone second officer, Waihsing.

Mr. S. E. McKinley, second engineer, Luenho, is on reserve.
Mr. J. Colquhoun has been appointed second engineer, Luenho.

Mr. G. A. Evans, from reserve, has gone second officer, Linan.
Mr. J. M. Hall, second officer, Tean, has gone second officer, Kiukiang.

Mr. J. P. Johnson, from reserve, has gone third officer, Cheongshing.
Mr. A. C. Newton, third officer, Cheongshing, has gone second officer, same ship.

Mr. J. W. Stoneham, second officer, Cheongshing, is on leave.
Mr. W. Jones, from reserve, has gone second officer, Mingsang.

Mr. W. J. Lawrence, second officer, Mingsang, is on leave.
Mr. B. W. S. Pritchard, from reserve, has gone second officer, Lungshan.

Mr. E. W. Matthews, second officer, Lungshan, has gone acting chief officer, same ship.
Mr. E. Prigent, chief officer, Lungshan, has gone acting master, same ship.

Captain S. Bell-Smith of the Lungshan, is on leave.
Mr. W. B. Richardson, from reserve, has gone third officer, Haifong.—Shipping and Engineering.

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Due.
Shanghai	Yingchow	12th July
Shanghai	Pres. Madison	14th
Shanghai & Europe via Suez	Goole Prince	13th
Shanghai	Pres. Cleveland	14th
Shanghai	Empress of Canada	14th
Shanghai	Shantung	14th
Shanghai	Kitano M.	15th
Shanghai	Fushimi M.	15th
Shanghai	Yoshino M.	16th
Shanghai	Pres. McKinley	16th
Shanghai	Aki M.	16th
Shanghai	Saiburock	16th
Shanghai	Pres. Adams	16th
Shanghai	Ruihau	16th
Shanghai	Victoria	16th
Shanghai	Herona M.	16th
Shanghai	Hokkaido M.	16th

OUTWARD MAILS.

For	Per	Date.
Shanghai & Waihsing	Koching	Mon. 15 inst. 9 a.m.
Shanghai & Waihsing	Samarang M.	Mon. 14 inst. 8 a.m.
Shanghai & Waihsing	Parcels	13th 5 p.m.
Shanghai & Waihsing	Registration	8 a.m.
Shanghai & Waihsing	Letters	8.30 a.m.
Shanghai & Waihsing	Luchow	Mon. 14 inst. 10.30 a.m.
Shanghai & Waihsing	Kwaiyang	Mon. 14 inst. 12.30 p.m.
Shanghai & Waihsing	Atchises	Mon. 14 inst. 1.45 p.m.
Shanghai & Waihsing	Registration	2.30 p.m.
Shanghai & Waihsing	Letters	3.30 p.m.
Shanghai & Waihsing	Tues. 15 inst. noon.	
Shanghai & Waihsing	Tues. 15 inst. 10.30 a.m.	
Shanghai & Waihsing	Tues. 15 inst. 1 p.m.	
Shanghai & Waihsing	Wed. 16 inst. 9.30 a.m.	
Shanghai & Waihsing	Fushimi M.	Wed. 16 inst.
Shanghai & Waihsing	Registration	8.45 a.m.
Shanghai & Waihsing	Letters	9.30 a.m.
Shanghai & Waihsing	(Due Marseilles 17th Aug.)	
Shanghai & Waihsing	Yoshino M.	Tues. 16 inst.
Shanghai & Waihsing	Registration	8.15 a.m.
Shanghai & Waihsing	Letters	9.00 a.m.
Shanghai & Waihsing	(Due Thursday 18th July)	
Shanghai & Waihsing	Kitano M.	Wed. 17 inst. 9.30 a.m.
Shanghai & Waihsing	Kiogyuan	Wed. 16 inst. 1 p.m.
Shanghai & Waihsing	Pres. Cleveland	Wed. 16 inst.
Shanghai & Waihsing	Registration	1.45 p.m.
Shanghai & Waihsing	Letters	3.30 p.m.
Shanghai & Waihsing	(due San Francisco 8th Aug.)	
Shanghai & Waihsing	Aki M.	Wed. 17 inst. 9.30 a.m.
Shanghai & Waihsing	Overstratton	Thurs. 17 inst. 1.30 a.m.
Shanghai & Waihsing	Haining	Fri. 18 inst. 4 p.m.
Shanghai & Waihsing	Parcels for Canada	Sat. 19 inst.
Shanghai & Waihsing	Registration	9.15 a.m.
Shanghai & Waihsing	Letters	10 a.m.
Shanghai & Waihsing	(Due Vancouver 4th Aug.)	
Shanghai & Waihsing	Portbus	Sat. 19 inst.
Shanghai & Waihsing	Registration	5 p.m.
Shanghai & Waihsing	Letters	6 p.m.
Shanghai & Waihsing	(Due Marseilles 17th Aug.)	
Shanghai & Waihsing	(Ship sails at 4 p.m. Sun. 20th July)	

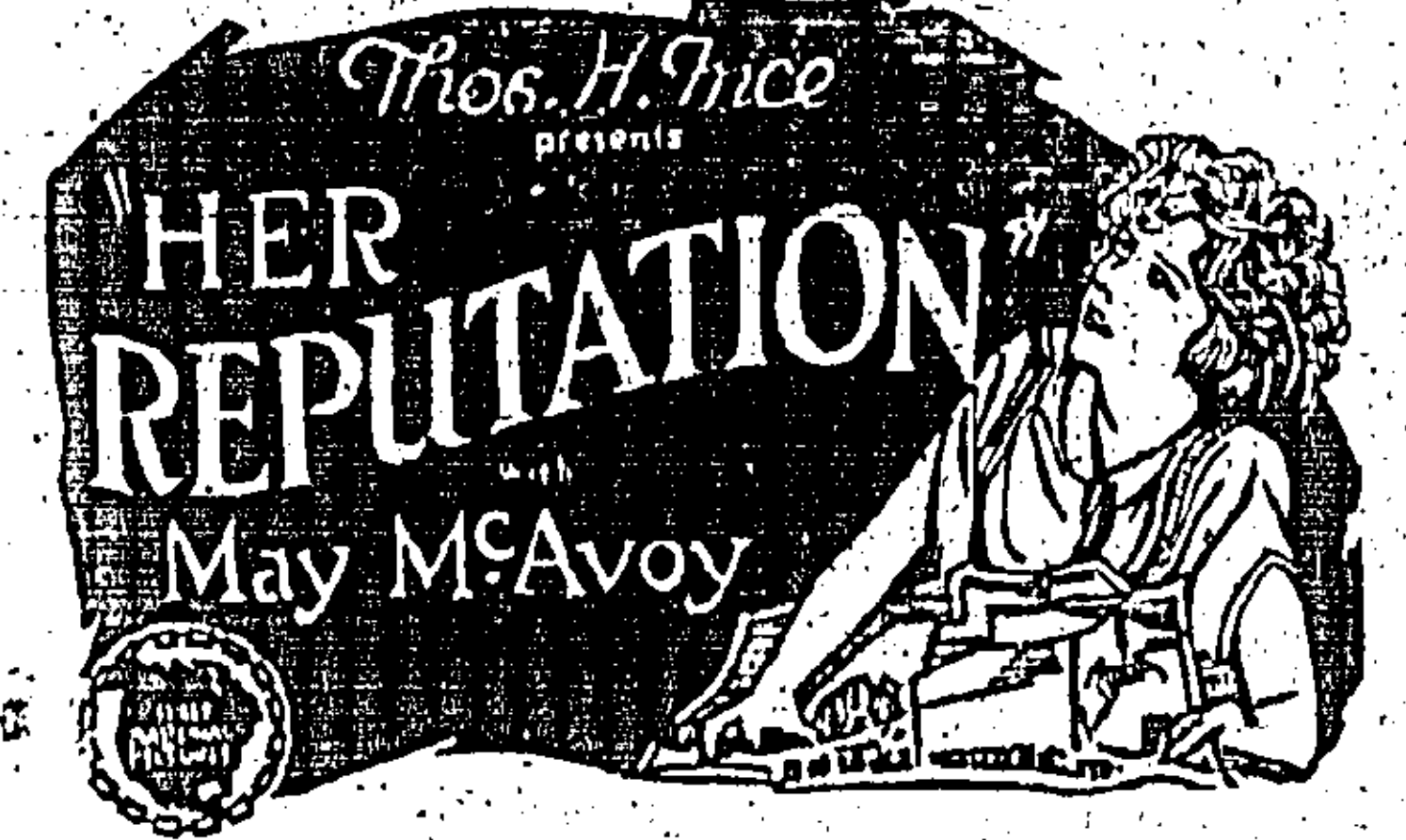
Board of Conservancy Works of Kwangtung.

Waterlevels in English Feet 10 a.m.

Place of Observation	Highest W.L. ever recorded	Lowest W.L. ever recorded	W. L. July 9	W. L. July 10
Wuchow	79.10	-2.42	+70.4	+
Kongmoun	14.70	-0.80	+14.0	+14.0
Linkowchow	57.01	0	+16.3	+16.1
Shingchow	35.81	0	+5.7	+4.7
Shingchow	27.25	-5.00	+23.0	+
Shingchow	15.15	-0.08	+15.0	+15.0

AMUSEMENTS

Scandal—Sensationalism—
and a Great Love!



An Extraordinary Big Picture
at Usual Prices and Times at

THE CORONET**THE STAR**

Last Time To-day

MAY ALLISON

— in —

"THE WALK OFFS"

Sunday

HOOT GIBSON

"THE THRILL CHASER"

REG. DENNY

Round 16
"LEATHER PUSHERS"**WORLD THEATRE**

Wednesday, 9th. to Saturday, 12th.
at 5.15 p.m. and 9.15 p.m.

DE LUXE ATTRACTION

MAE MARSH AND HARRY MYERS

with

CLAUDE GILLINGWATER, CLAIRE ADAMS,
WILLARD LOUIS & CRAUFORD KENT

— in —

"DADDIES"

A DELIGHTFUL COMEDY DRAMA OF BACHELOR LIFE.

THE CANTON TROOPS

Canton Film News produced
CHINA SUN MOTION PICTURE CO.
Usual Prices.



We Hold The Largest
and most varied
of Mah-Jongg Sets
to Hongkong, being
direct agents
of the leading fac-
tories.

Prices from \$12.50 to \$60.00

TABAQUERIA FILIPINA
LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

Printed and Published for the Proprietor by Frederick Perry
Franklin, at 11, Ice House Street, in the City of Victoria, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Borneo, Ceylon, India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL PORTFOLIO DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
HALWA	10,941	26th July	M'los, London & Antwerp
JEYPORE	5,318	29th July	S'pore, Pang, C'bo & B'bay
KIRZAPORE	6,715	5th Aug.	S'pore, Pang, C'bo & B'bay
DEVANHA	8,092	9th Aug.	M'los, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, Pang, C'bo & B'bay
HANTUA	10,902	23rd Aug.	M'los, London & Antwerp
NAGOYA	6,854	30th Aug.	M'los, London & Antwerp
SARDINIA	6,884	4th Sept.	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	6th Sept.	M'los, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept.	M'los, London & Antwerp
SOUHAN	6,696	2nd Oct.	S'pore, Pang, C'bo & B'bay
KASIMIR	8,063	4th Oct.	M'los, London & Antwerp
HOREA	10,911	18th Oct.	M'los, London & Antwerp
KASHGAR	8,840	1st Nov.	M'los, London & Antwerp
HALWA	10,941	15th Nov.	M'los, London & Antwerp
KARHALA	9,098	29th Nov.	M'los, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,956	28th July	S'pore, Penang & Calcutta
TAKADA	6,949	16th Aug.	S'pore, Penang & Calcutta
TALHA	10,000	29th Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th July	Manila, S'kan, Thursday Is.
EASTERN	4,000	27th Aug.	Townsville, B'bane, Sydney & Melbourne.
ARAFURA	6,000	1st Oct.	

Frequent connection from Australia with the following:-
The P. & O. Company's steamers to the United Kingdom via New Zealand, Vancouver Bay
The P. & O. Royal Mail steamers to London via Cape Town.
The P. & O. Steamship Service of steamers to London via the Cape.
The P. & O. Steamship Service of steamers to London via the Cape.
The P. & O. Steamship Service of steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

MIRZAPORE	6,715	15th July	Shanghai & Kobe
HANTUA	10,902	25th July	Shanghai, Moji & Kobe
SICILIA	6,813	26th July	Shanghai
TAKADA	6,949	28th July	Moji & Kobe
NAGOYA	6,854	1st Aug.	Shanghai, Moji & Kobe
EASTERN	4,000	2nd Aug.	Moji & Kobe
SARDINIA	6,884	8th Aug.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.

Wireless ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

88, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENBEG	14th July.	CARNARVONSHIRE	23rd July.
GLENSHIEL	24th July.	GLENBEG	19th Aug.
PENBROKESHIRE	6th Aug.	GLENBEG	19th Aug.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'los, S'kan, Thurs. Is. & A'lian Ports.
TAIYUEN	6th July	11th July
CHANOSHA	28th July	2nd Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.) Agents.

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Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 403, G. 442, G. 440.
IYO MARU direct Nagasaki Saturday, 19th July at 11 a.m.
YOKOHAMA MARU ... Saturday, 30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
FUSHIMI MARU ... Wednesday, 16th July at 11 a.m.
HAKOZAKI MARU ... Wednesday, 30th July.

HAMBURG via LONDON & ROTTERDAM.
DURBAN MARU ... Monday, 18th Aug.

LIVERPOOL via MARSEILLES & VALENCIA.
TSURUGA MARU ... Sunday, 24th Aug.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Wednesday, 16th July at 11 a.m.
AKI MARU ... Wednesday, 13th Aug.

NEW YORK and/or BOSTON via PANAMA.
TAKEITO MARU ... Monday, 4th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAMAKURA MARU ... Thursday, 28th Aug.

BOMBAY via Singapore & Colombo.
MORIOKA MARU ... Tuesday, 29th July.
NAGATO MARU ... Middle of Aug.

CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU ... Friday, 18th July.
OSAKA MARU ... Wednesday, 30th July.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 17th July.

SHANGHAI, KOBE & YOKOHAMA.
WAKASA MARU ... Tuesday, 15th July.
KITANO MARU ... Wednesday, 16th July.
MITO MARU ... Monday, 14th July.

For further information apply to:-
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing about 30th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "BRENTA" ... Sails about 24th July.
S.S. "LACONIA" ... Sails about 19th Aug.
S.S. "ROSANDRA" ... Sails about 19th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "GERANIA" ... Sails about 26th July.
S.S. "ROSANDRA" ... Sails about 8th Aug.
S.S. "BRENTA" ... Sails about 26th Aug.
S.S. "VENEZIA" ... Sails about 8th Sept.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 31st Aug.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA	Visensang	Sat. 12th July at 10 a.m.
STRAITS & Calcutta	Lalsang	Sat. 12th July at 3 p.m.
HAIPHONG via Holbow Mingtang	Sun.	13th July at 7 a.m.
KOBE	Hodang	Sun. 13th July at 7 a.m.
SHANGHAI via Swatow Fooshing	Sun.	13th July at 10 a.m.
BANGKOK via Swatow Kwansang	Mon.	14th July at 2 p.m.
SANDAKAN	Hinsang	Tues. 15th July at 1 p.m.
TAO via S'ow & S'hai Loksang	Wed.	16th July at 10 a.m.
TIENSIN	Cheongshing	Wed. 16th July at noon.
HAIPHONG via Holbow Leesang	Sat.	19th July at 8 a.m.
MANILA via Amoy	Sat.	19th July at 3 p.m.
STRAITS & Calcutta	Namsang	Mon. 21st July at 3 p.m.
SHANGHAI via Swatow Wosang	Sun.	30th July at 10 a.m.
SANDAKAN	Mausang	Fri. 1st Aug. at 1 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Haiphong Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Holbow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Lalsang" will be despatched on or about Saturday, 12th July at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifong...	W. S. Turnbull...	TUES. 15th July at 1 p.m.
Haining...	W. C. Passmore...	FRI. 18th July at 5 p.m.
Haifong...	Ellis Walker...	TUES. 22nd July at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 17th July.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths. English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE to SINGAPORE £100.00.

In connection with the Royal Packet Nav. Co.'s (E.P.M.) services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN.

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mali Steamer	Next Sailing from Marseilles	From, arr. at H'g. and Sailing for S'hai & Japan	From, Sailing from H'g. for M'los
PORTHOS	—	—	20th July
AMAZONE	—	—	3rd Aug.
ANGKOR	19th June.	21st July.	17th Aug.
AZAY LE RIDEAU	3rd July.	4th Aug.	31st Aug.
PAUL LEOAT	17th July.	18th Aug.	14th Sept.
ANDRE LEBON	31st July.	1st Sept.	28th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance.)
1st Class £95.00 B. Class 1st Class £83.00
2nd Class £68.00 B. Class 2nd Class £60.00

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BEATS)

S.S. and Dunkirk
S.S. "YANGTSE" from Dunkirk, London, Havre & due to arrive about end July.

For full particulars apply to:-
Messageries Maritimes Co.
3 Queen's Building.
PENINSULAR & ORIENTAL.

Telephone Central 740.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From UNITED KINGDOM & CONTINENT.

The Steamship.

"CITY OF PEKIN"

having arrived, Consignees of

Cargo by her are informed that

that all goods are being landed

at their risk into the hazardous

and/or extra-hazardous Godowns

of Holt's Wharf whence delivery

may be obtained.

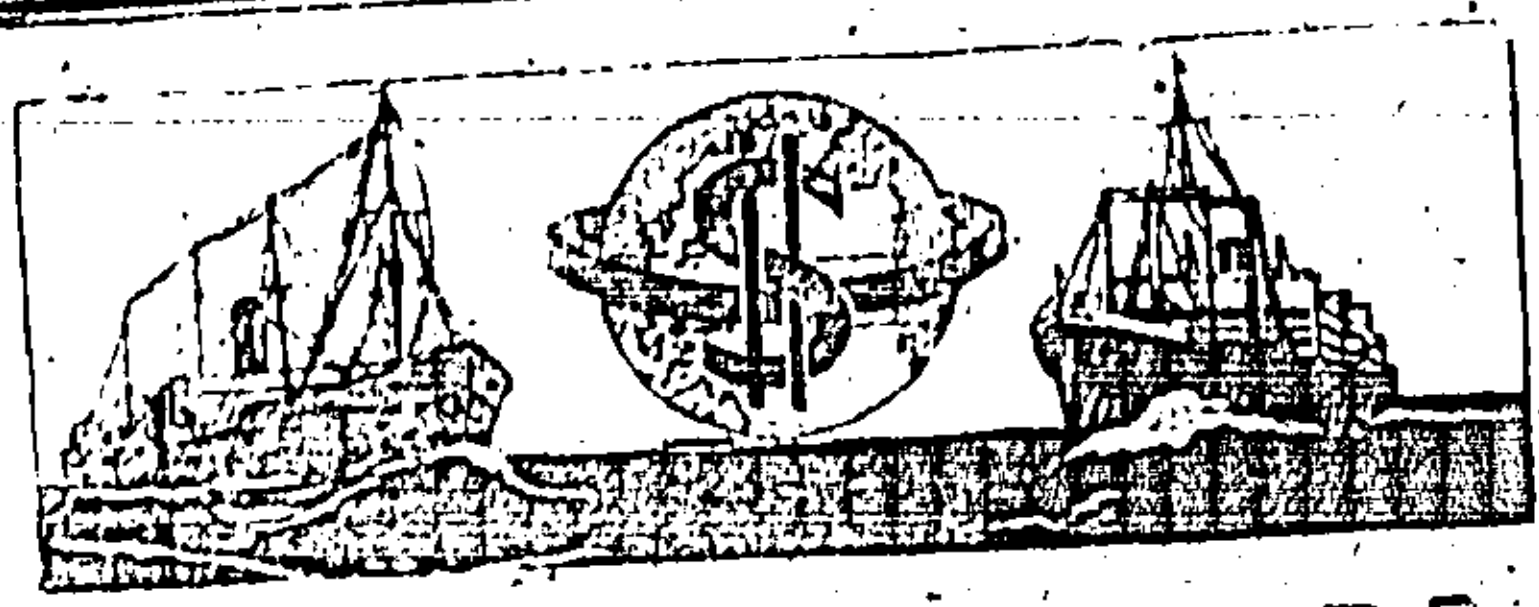
No Claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after 17th July

1924



ROUND THE WORLD

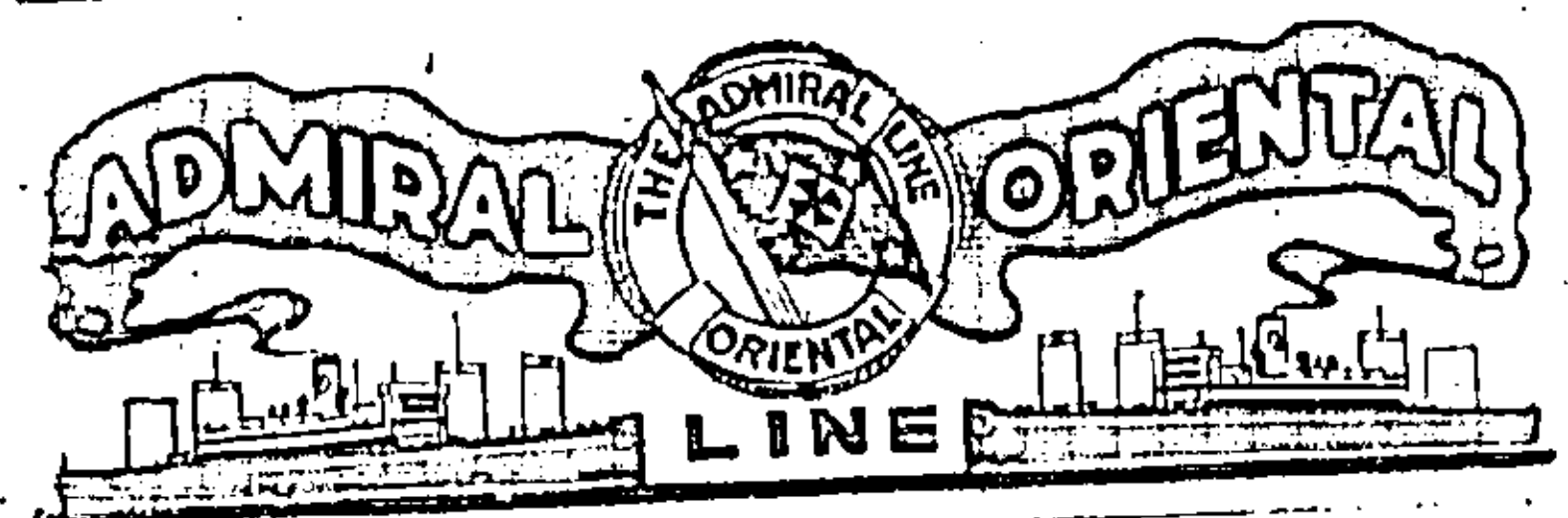
FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO,
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,
BOSTON AND NEW YORK

Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT ADAMS" July 22nd.
"PRESIDENT GARFIELD" Aug. 5th
"PRESIDENT POLK" Aug. 19th
"PRESIDENT MONROE" Sept. 2nd
"PRESIDENT HARRISON" Sept. 16th
Through Bills of Lading to all United States and
Canadian Overland points & Havana

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.
FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MADISON" July, 14th.
"PRESIDENT McKinley" July, 26th.
"PRESIDENT JACKSON" Aug., 7th.
"PRESIDENT JEFFERSON" Aug., 19th.
"PRESIDENT GRANT" Aug., 31st.

TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT McKinley" July 17th.
"PRESIDENT JACKSON" July 29th.
"PRESIDENT JEFFERSON" August 10th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices: SEATTLE, CHICAGO, NEW YORK.

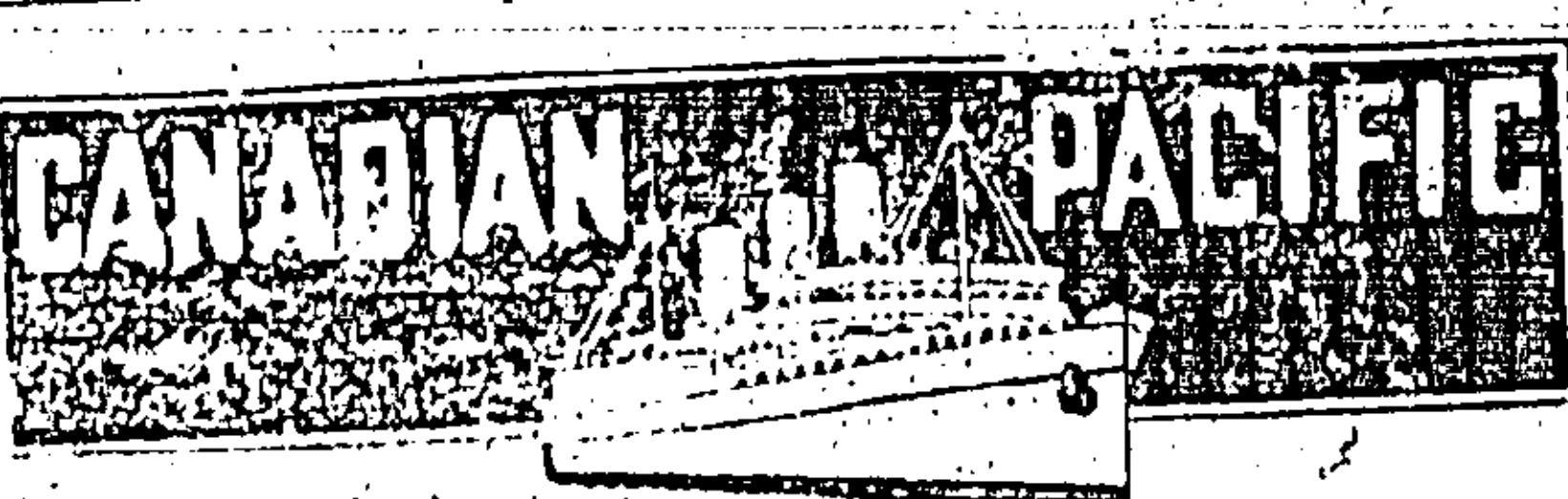
ADMIRAL ORIENTAL LINE.

MANAGING AGENTS UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 & 795. No. 4, Des Voeux Road.
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COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 14th July. C. LOPEZ Y LOPEZ 30th Oct.
LEGAZPI 5th Sept. ISLA DE PANAY 21st Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
LEGAZPI 18th Aug. ISLA DE PANAY 3rd Dec.
C. LOPEZ Y LOPEZ 12th Oct.
The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor on board.
For particulars of freight or passage apply.—
BOTELHO BROS.
Alexandra Building, Hongkong.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong to Vancouver Aug. 4. From Vancouver to Montreal & Quebec Aug. 13.
Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Ochebourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.
Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartment and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.
From Hongkong to Manila July 12. From Manila to Hongkong July 26.
Passenger Department: Tel. 352. Freight and Express: Tel. 42. Cable: CANADIAN PACIFIC. Cable: NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
REDUCED FARE TO EUROPE
£120 £112-£110
First class throughout. Mono class steamers on the Atlantic.
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers. Tons. Leave Hongkong.
SIBERIA MARU ... Calling at Keelung ... July 25.
TAIYO MARU ... 22,000 ... Aug. 8.
TENYO MARU ... 22,000 ... Aug. 22.
KOREA MARU ... 22,000 ... Sept. 4.
SHINYO MARU ... 22,000 ... Sept. 18.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEDO, ARIKA & IQUIQUE. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

Steamers. Tons. Leave Hongkong.
RAKUYO MARU ... 18,500 ... July 19.
GINYO MARU ... 16,000 ... Sept. 5.

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports. For full information regarding passengers, freight and sailing apply to:—
Y. TSUTSUMI, Manager.
King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

BOSTON & NEW YORK.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.
S.S. COLORADO ... via Suez Canal ... 19th July.
S.S. TITAN ... via Suez Canal ... 31st July.
S.S. CITY OF CHESTER ... via Suez Canal ... 11th Aug.
S.S. BELLEROPHON ... via Suez Canal ... 21st Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice. For freight and particulars apply to:
BUTTERFIELD & SWIRE OR THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOIYOK, MASSEY & Co. Ltd., CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Cajoot" ... Due Hongkong 20th July.
Leaves Hongkong 23rd July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Cebu, Hilo, Zamboanga & Tabaco.
U.S.S.B. "West Sequana" ... Due Hongkong 23rd July.
Leaves Hongkong 25th July.

For Manila, Zamboanga & Cebu.

U.S.S.B. "West Jester" ... Due Hongkong 9th July.
Leaves Hongkong 12th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. Phone Central No. 3008.
G. P. BRADFORD, Ros. Agent.
Indo-China-Straits & Java.

PACIFIC SHIPPING.



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct.)
"ANCHISES" 14th July. Marseilles, London & Rotterdam.
"RHEXENOR" 28th July. M'los, L'don, Hull, R'dam & Hamburg.
"TEIRESIAS" 11th Aug. M'los, London, R'dam & Hamburg.
"PYRRHUS" 18th Aug. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"TYNDAREUS" 13th July. Genoa, M'los, Liverpool & Glasgow.
"POLYPHEMUS" 25th July. Genoa, Havre & Liverpool.
"IXION" 18th Aug. Genoa, M'los, Liverpool & Glasgow.

PACIFIC SERVICE

(via Kobe and Yokohama)
"TALTHYRIUS" 2nd Aug. Victoria, Seattle & Vancouver.
"PROTHILAUS" 22nd Aug. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(via Suez or Panama)
"CYCLOPS" 12th July. Boston, New York & Baltimore (via Suez).
"TITAN" 31st July. Boston & New York (via Suez).
"BELLEROPHON" 21st Aug. Boston & New York (via Suez).

PASSENGER SERVICE

"ANCHISES" 14th July for Singapore, Marseilles & London.
"SARPEDON" 4th Aug. for Shanghai.
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London.
"SARPEDON" 9th Sept. for Singapore, Marseilles & London.
"PATROCLUS" 21st Oct. for Singapore, Marseilles & London.
"MENTOR" 17th Nov. for Singapore, Marseilles & London.
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to:—
BUTTERFIELD & SWIRE AGENTS



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjitarom	Java	In port	14th July	Japan
Tjilatjap	Java	In port	19th July	Batavia
Tjibeet	Japan	17th July	25th July	M'har & S'ghia
Tjibodas	Shanghai	23rd July	29th July	Shanghai
Tjibondari	Java	23rd July	28th July	Japan
Tjikandi	Java	24th July	1st Aug.	Anoy & S'hai
Tjikwang	Java	27th July	2nd Aug.	Batavia
Tjikembang	Shanghai	30th July		

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

ADMIRAL ORIENTAL LINE.

The Steamship "PRES MADISON" having arrived from Seattle via ports, on July 4th, 1924, Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk. Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godown where it will be examined at 10 a.m. on July 8th, 1924, by the Company's Surveyors, Messrs Anderson and Asho. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after July 11th, 1924, will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board Emergency Fleet Corporation Agents.

ADMIRAL ORIENTAL LINE
4, Des Voeux Road.
Hongkong, 5th. July 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES S.S. "AMAZONE"

Consignees of Cargo from Marseilles Colombo, Saigon &c. In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 14th instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th inst. or they will not be recognized. All damaged packages will be examined on Saturday the 12th inst. at 10 a.m. by Messrs Goddard & Douglas. No fire insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 7th. July 1924.

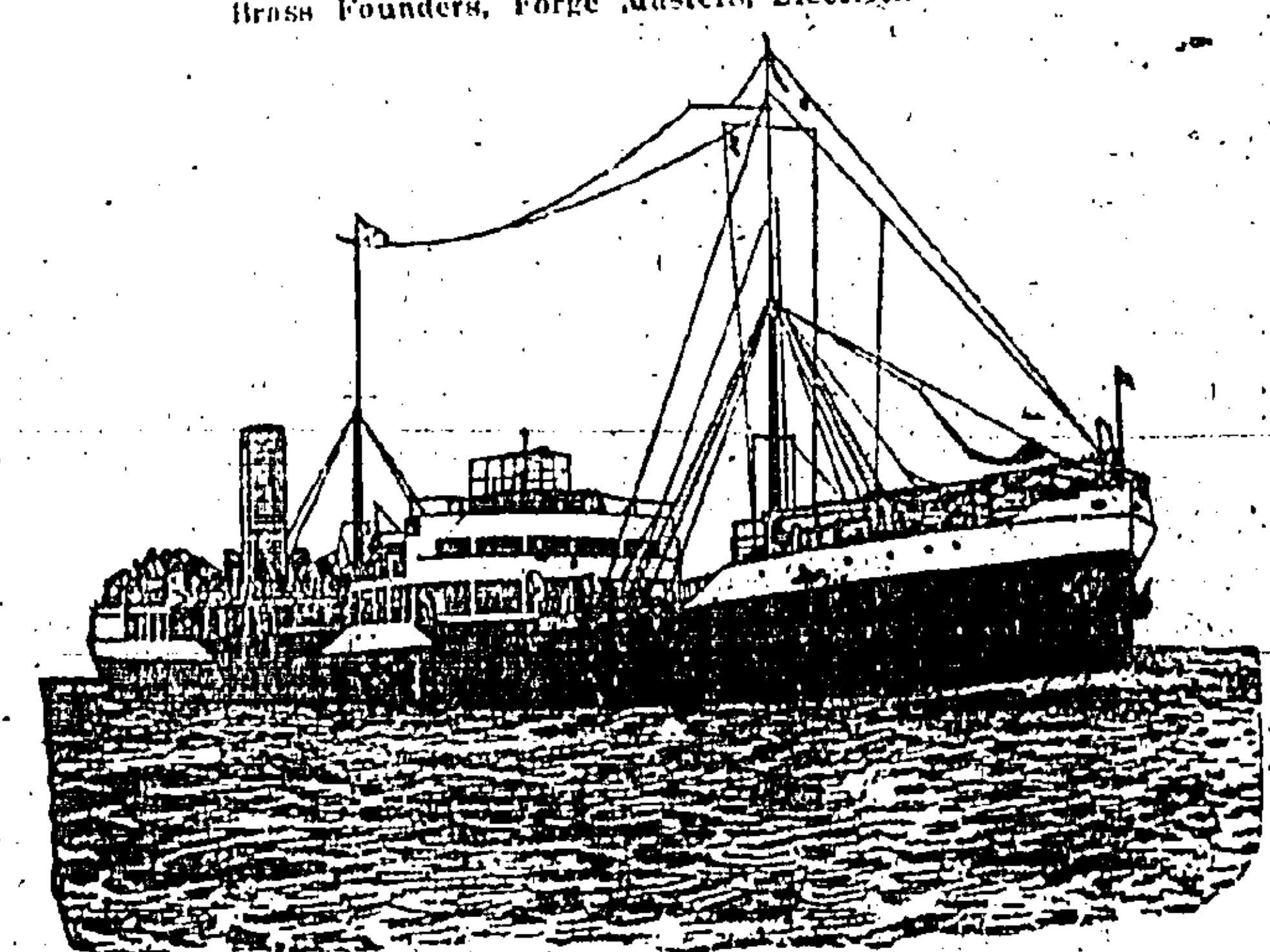
For Hilo and Cebu direct

THE S/S "COLORADO" will be despatched as above on 19th inst.

For particulars apply to
THE BANK LINE, LTD.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

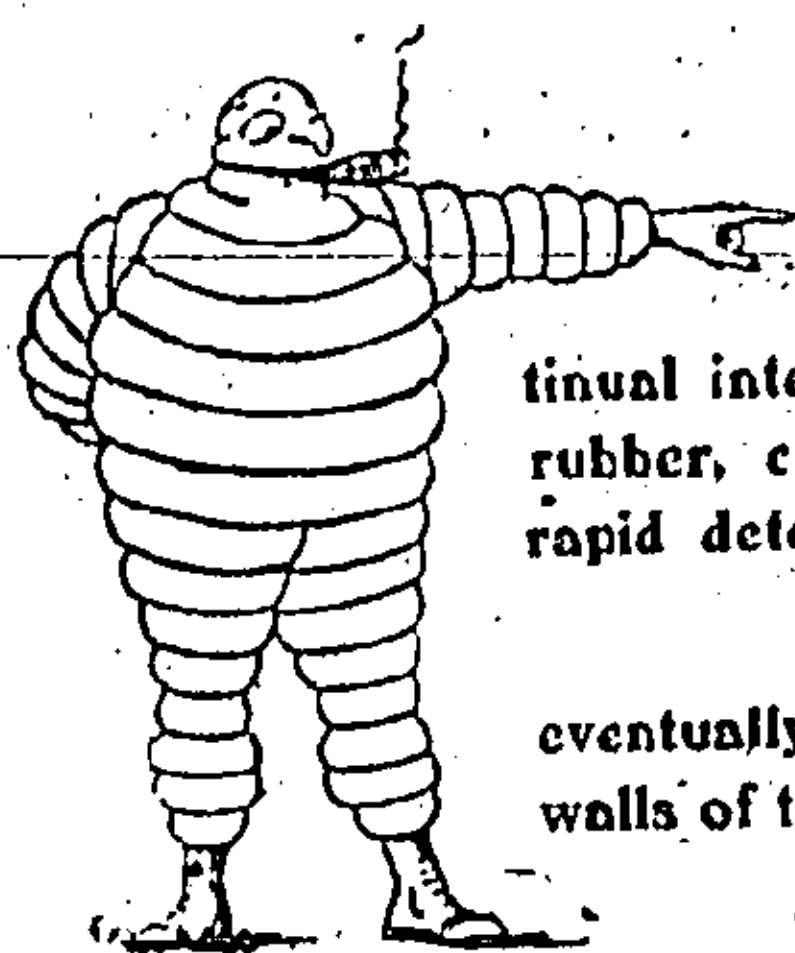
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.
Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.
Please address enquiries to the Chief Manager.
E. M. DYER & SONS, M.N.A., Kowloon Dock, Hongkong.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

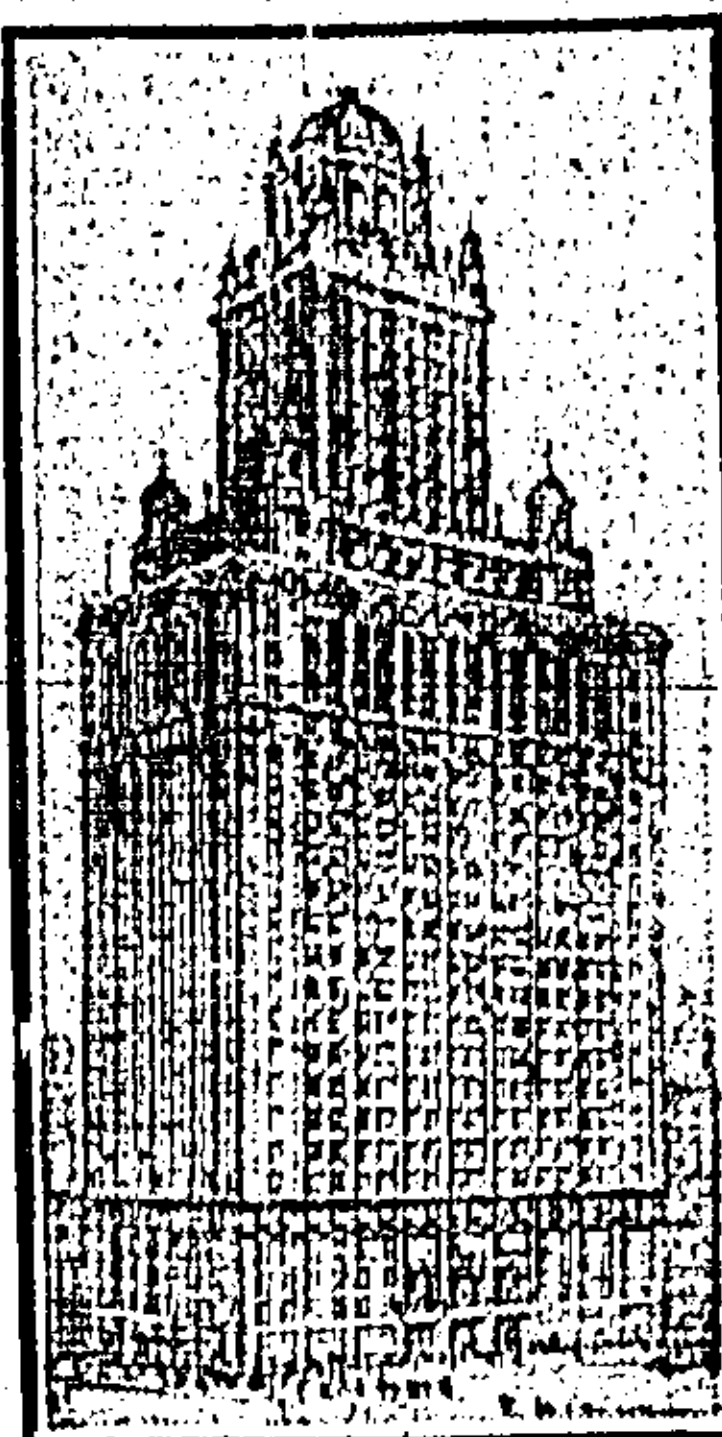
Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438. China Building, 1st Floor.

SKYSCRAPER GARAGE FOR CHICAGO.



Chicago is trying to solve the parking problem with a 40-story skyscraper garage, of which the first 23 floors of the inner court will be used for storing automobiles. Motor Car elevators, tilting platforms and transfer tables are incorporated in the construction.

Once on the floor, the cars will be moved by gravity, so that fumes will be eliminated.

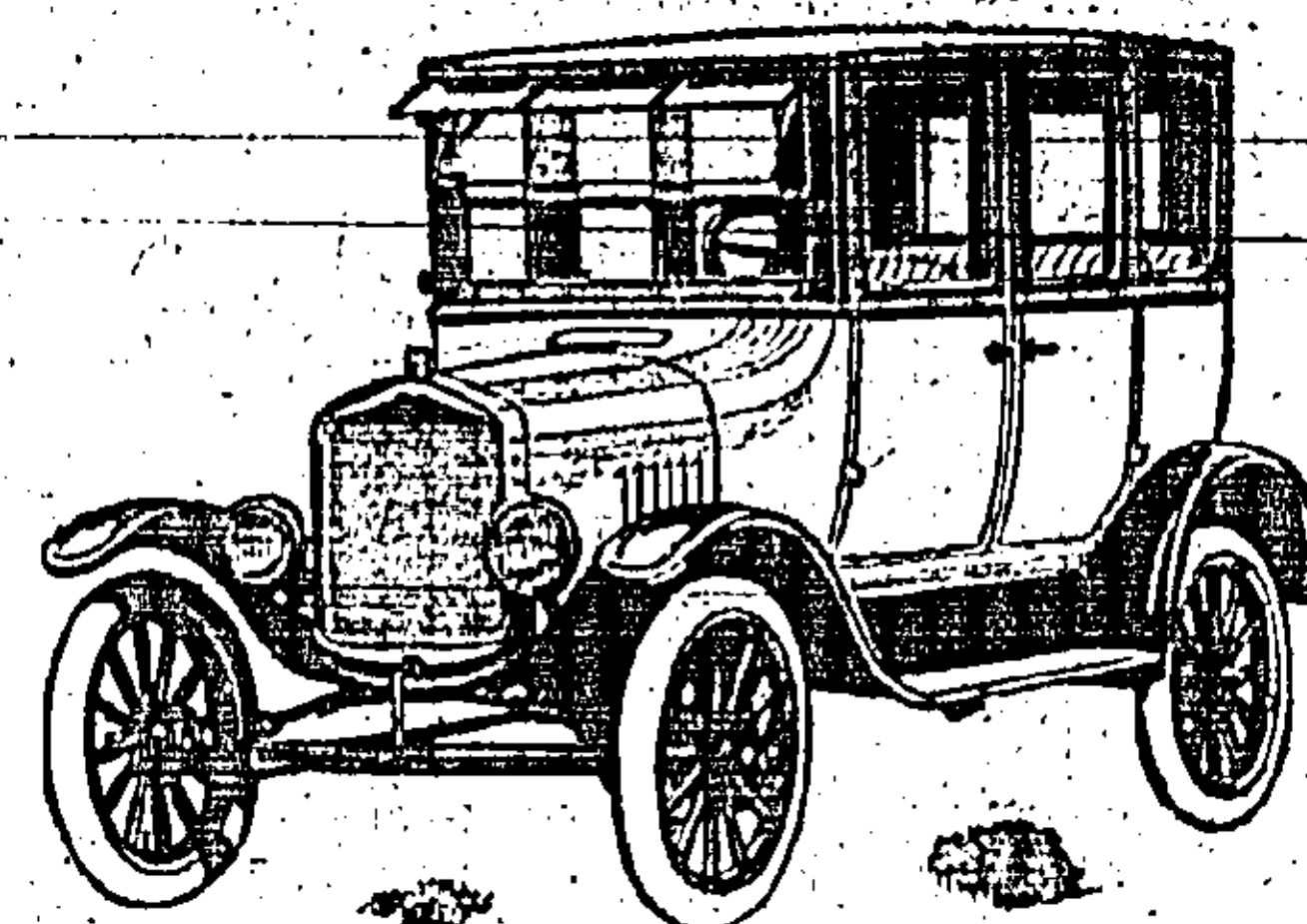
Room is being made for between 400 and 700 cars on the 23 floors.

It is expected to complete the building by May 1, 1925.

Ford

THE UNIVERSAL CAR

Four
Door
Sedan



Price
1900.00
Hongkong
Dollars

Have you thought over that
\$5.00

Gold a Week. Proposition Yet?

If not call and See

Andrew Harper,

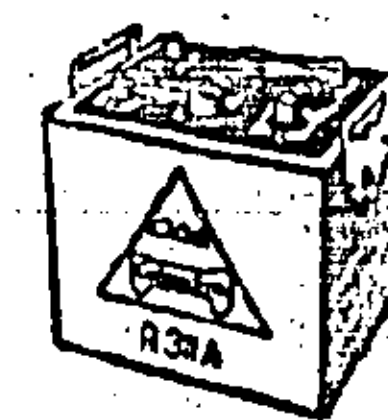
Authorised Ford Dealer.

No. 6 Queen's Road, Central.

Telephone 3665 Central.

We have a large stock of 6 to 12-volt batteries for the following AND many other cars:

Auburn
Briscoe
Buick
Cadillac
Chandler
Chevrolet
Cleveland
Dodge Brothers
Elgin
Essex
Ford
Gardner
Hudson
Hupmobile
Marmen
Maxwell
McLaughlin
Oakland
Overland
Packard
Paige
Studebaker



We will promptly build you a battery from our large stock of Columbia battery parts and to your precise requirements, provided we do not have in stock the exact battery you need.

Columbia Storage Batteries

YOUR NEXT BATTERY SHOULD BE A COLUMBIA!

THE DRAGON MOTOR CAR CO., LTD.

Export and Constant European Supervision.

Telephone Central 3950..... A. J. Allison, Service Manager.

Ever Been Held Up
By a Big Repair Bill?

CHANCES are your car had been so neglected, there was a great deal the matter with it. They finally tinkered up all the kinks—but the shock of that bill almost proved fatal.

Patrons of this Garage find it a whole lot cheaper to have us keep their cars in top-notch condition all the time. It's the best way to avoid those shocking repair bills.

THE DRAGON MOTOR CAR Co., Ltd.

Export and Constant European Supervision.
Telephone Central : 950..... A. J. Allison, Service Manager.

The German Automobile Dealers' Association, in co-operation with the Allgemeine Deutschen Automobil Club in Munich, is planning to hold the first post-war international exhibition during February or March, 1925. It has also been proposed by the same association that an international automobile show be run during May, 1925, both events to be held in Leipzig.

Australia was America's leading motor vehicle customer in 1923.

Motor car manufacturers are reporting an increased demand for balloon tyres.

DIESEL TRUCK.

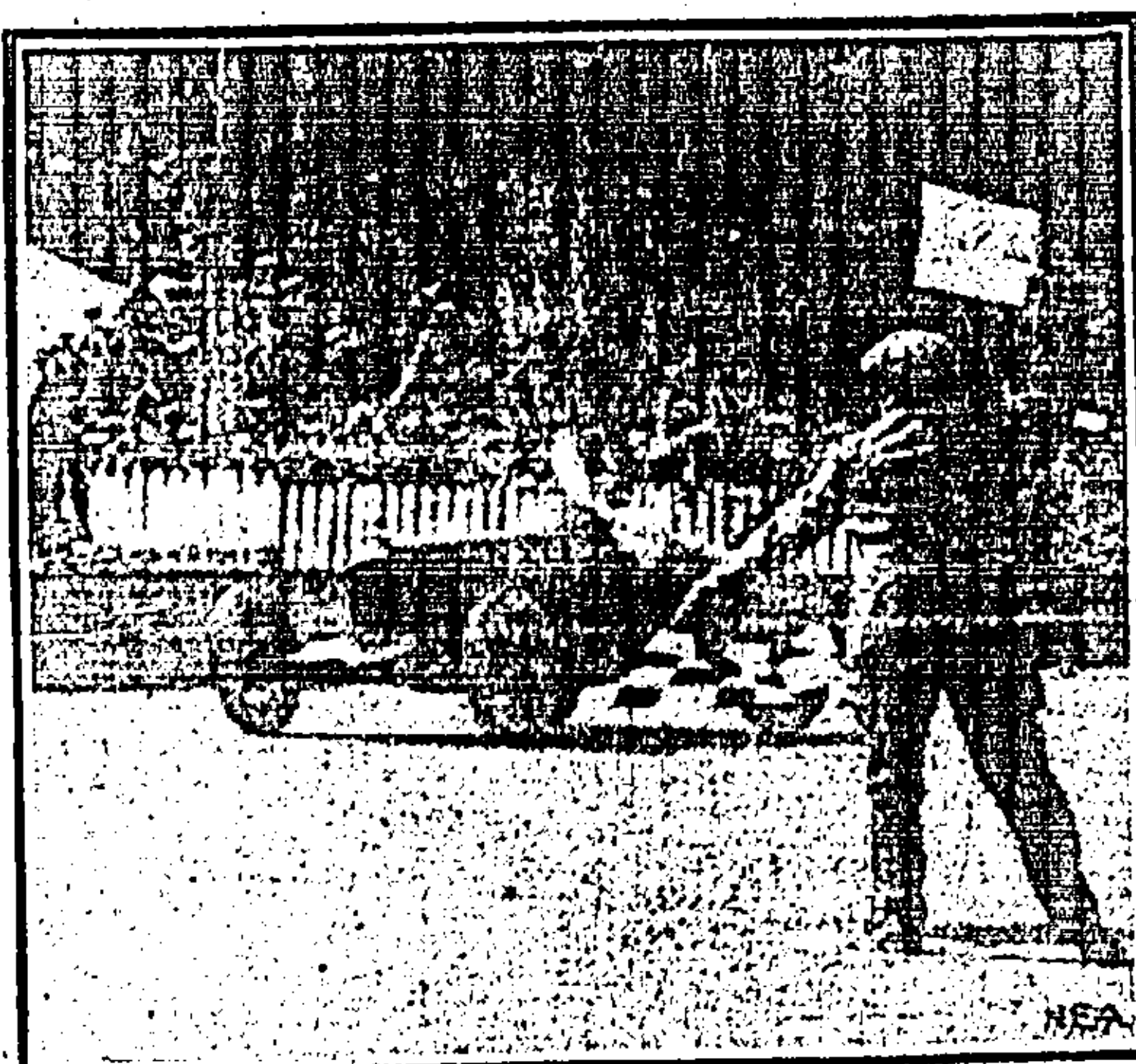
A motor truck with a Diesel engine is being produced in Germany. Manufacturer says it can be operated on any heavy fuel, can be idled for any length of time and can start off a full load immediately.

CAR STEPS SIDWAYS.

A London inventor has designed an auto that can run sideways across a road, straddle a ditch, climb an eight inch curb and turn in a 25 foot circle. Each wheel is independently attached to the chassis.

More than half of New Zealand's 44,000 miles of highways are hard surfaced.

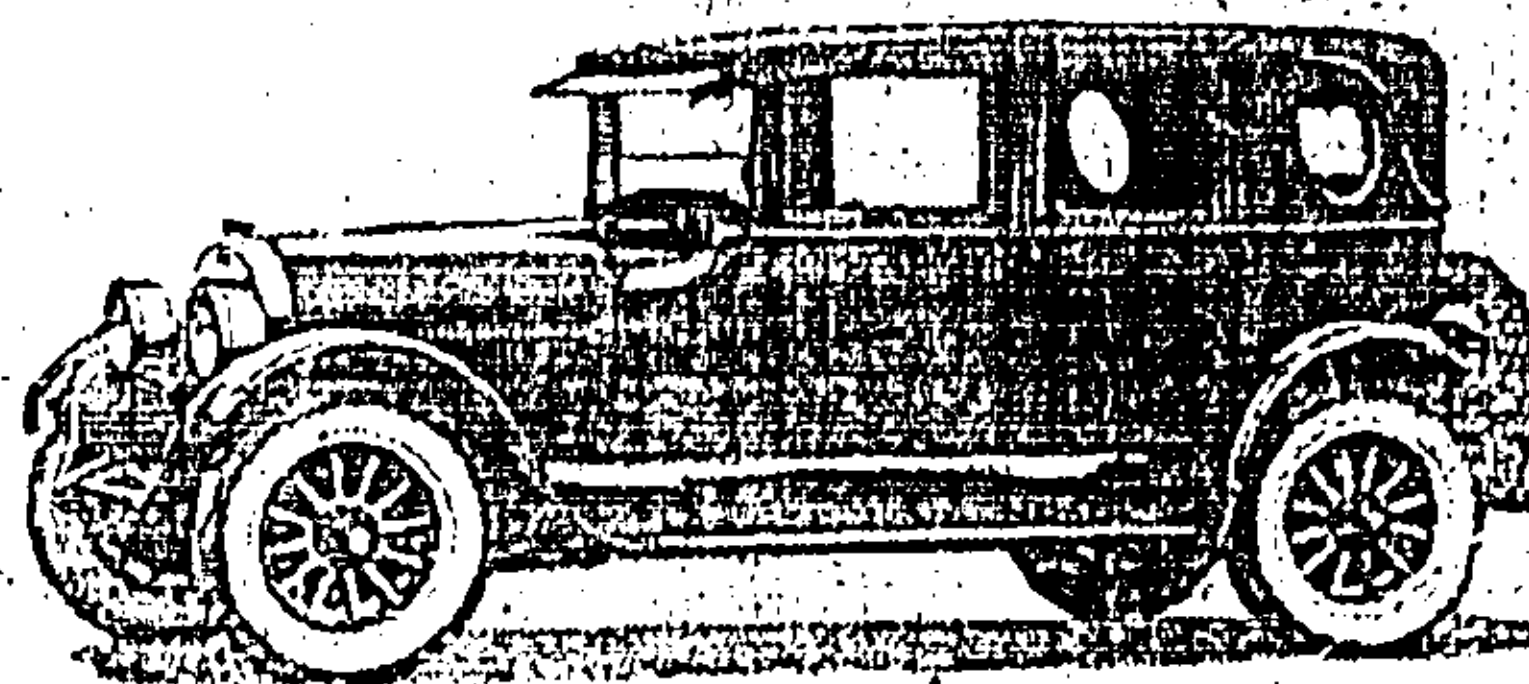
AFTER MANY ATTEMPTS.



Joe Royer has reached his goal. After repeated failures, the Detroit millionaire sportsman has won the annual Memorial Day classic on the Indianapolis Speedway. He averaged 98.24 miles an hour. Here he is coming in over the line—the victor.

NEW FIVE PASSENGER LANDAU.

Addition to Cadillac Family.



Pursuant to its policy of offering specific body styles for every purpose, the Cadillac Motor Car Company has just announced the addition of the four-door model to its V-8 line. The new addition is a five-passenger landau, a striking design created especially for those who desire a closed body of marked individuality.

The finish of the new body, a distinctive "magnesian" trim mod with a French grey belt-line strip, together with the natural wood finish of the wheels presents a most attractive colour combination.

It also contrasts smartly with the nickel-plating of radiator, head-lamps, side lamps and hub caps. The designer has included a rear quarter ornamented with English coach bows and oval windows set at a pleasing angle, the ensemble giving the new car all the earmarks of a custom-built creation. The rear window is of liberal size and all windows and doors in the tonneau are equipped with silk roller shades. The upholstery is mohair velvet and harmonizes in colour with the exterior finish.

THE NER-A-CAR.

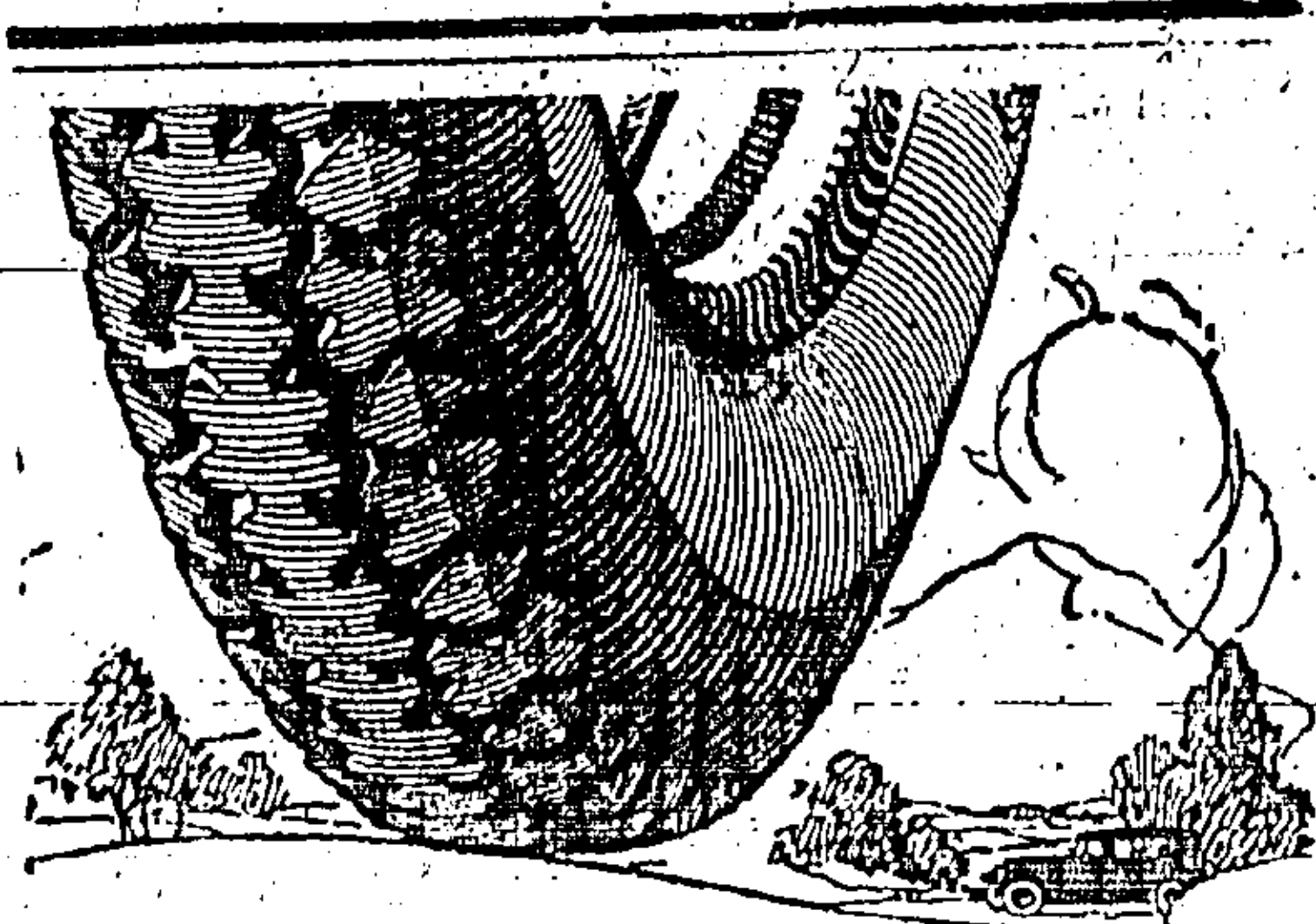
Capt. E. de Normanville, the famous motor correspondent of the *Daily Chronicle*, writes: "What a storm of indignation I shall arouse if I say that the principal objection of a large number of people to the motor cycle is the need for special clothing and the comparative difficulty of keeping clean! Nevertheless, it is true, and I am sure that many car owners would keep an additional and more modest mount for those frequent solo trips for which it is really uneconomical to use four wheels. It were not for these usual drawbacks of the two-wheeler I don't think I have seen a better attempt to get over the difficulty

than that provided in the Ner-a-car, which is made by the Sheffield-Simplex Company. The maxim, 'Go just as you are on your Ner-a-car,' neatly sums up the most obvious advantages of this little mount, but it is, nevertheless, a perfectly efficient vehicle for quite ambitious touring. The Ner-a-car is wonderfully simple to drive and light to handle, and with its five-speed friction-gear it is capable of surmounting any ordinary hill. The machine, which is sufficiently light to be carried in the 3 s. tax only, cost £27 10s. Its maximum speed is somewhere in the neighbourhood of 40 miles an hour, but more important is the evidence of reliability furnished by the experience of a friend of mine who owns a Ner-a-car. He has been running the machine

fairly hard for two years, and has never yet been delayed by trouble on the road, and only had to make one minor replacement. Regarded either as 'the poor man's motor' or as a useful and economical tender to a car for runs to the golf club, or for a lady's shopping jaunt, the Ner-a-car 'fills the bill.'

WHERE MOTORCYCLES ARE WORSHIPPED.

A Tibetan chief who had been educated in England, took back a motor cycle, but this so alarmed the elders of his tribe that they demanded that it should be placed in a special shrine and worshipped so that the devil in it should be placated.



Maximum Performance at Minimum Cost.

MOTOR transportation, of men or materials, is to-day obtained with maximum security and comfort and a minimum cost when the tyre equipment is Firestone.

The structural advantages in these big Cord tyres exactly provide for strength with flexibility. The Firestone process of double gumming completely insulates each cord in live rubber, eliminating internal friction, while the pliant body of the tyre successfully withstands the blows and strains of road contact, thus combining comfort with long tyre life.

Security against skidding, good appearance and car protection are additional benefits.

The DRAGON MOTOR CAR CO., LTD.

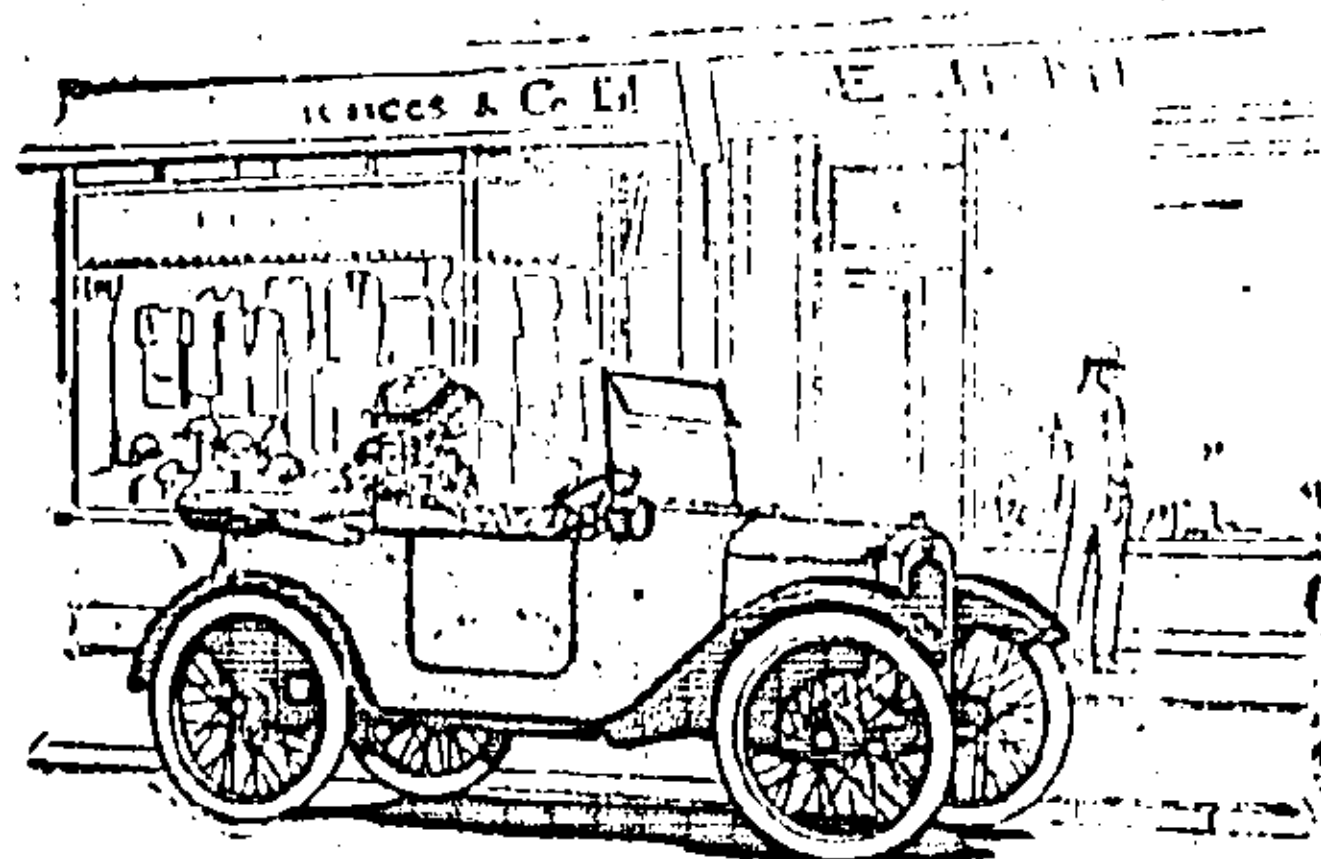
24 Des Vaux Road, Hongkong Central 482
Show Room and Service Station (Happy Valley) Central 3950

THE DURO MOTOR COMPANY.

26 Nathan Road, Kowloon Kowloon 226

[A full range of Motor Car & Motor Cycle Tyres & Tubes carried at each of the above addresses]

Firestone



THE AUSTIN SEVEN

Two-seater with dicky seat, Electric Lighting, Electric Starting, Spare Wheel with tyre, Tool Roll and Accessories, Side Screens, FOUR WHEEL BRAKES.

PRICE READY FOR THE ROAD - M.K. \$1650.00.

Demonstration on application to the Sole Agents for Hongkong and South China.

ALEX. ROSS & Co. (China) Ltd.

Bank of China Buildings, Hongkong.
Telephone Central, 27 or 2457.

CYCLE AND MOTOR CYCLE SHOW, 1924.

The Tenth International Cycle and Motor Cycle Show has been arranged to take place from November 3rd to 8th, 1924 (both dates inclusive), and His Majesty the King has graciously consented to give his patronage. For the purpose of this Exhibition, which will be the largest of its kind ever staged, it has been found necessary to utilize the whole of the accommodation at Olympia. It is computed that there will be three miles of exhibits, composed of the productions of over 300 firms, 91 per cent. of whom are British.

WORLD TRUCK MEET.

Fifty-four nations were represented recently at the world motor transport congress held in Detroit. Transportation by truck and rail was discussed.

NEW MOTOR CYCLE RECORDS.

H. lo Vaek, riding New Imperial machines fitted with J. A. P. engines, secured four more motor cycling records at Brooklands recently. Over the mile on a 350 c.c. mount he broke the world's record in that class, achieving a mean speed of 89.11 miles per hour, and on a 250 c.c. machine he secured a world's record over the mile at 84.7 m.p.h., and British records over the mile and kilometre at 89.207 m.p.h. and 91.01 m.p.h. respectively.

CLOSED GARAGE FATAL.

It took 13 per cent. of carbon monoxide or exhaust gas in a closed garage to kill a dog, in a test conducted recently by the U.S. Bureau of Mines. This amount was produced in 20 minutes of idling.

MOTOR WORLD IN 1924.

TENDENCIES IN ENGLAND, U.S.A., AND ELSEWHERE.

The production of automobiles is growing steadily in the only four countries where automobile manufacture is an important industry, writes George N. Sutton, Jr., in *Vanity Fair*. This fact has much to do with the tendencies in chassis construction and body design for the immediate future. It is unquestionably true that, as standard production increases, the adoption of novelties of design and engineering features declines. Nevertheless, the season of 1923-24 will go down in motor history as having produced the greatest number of revolutionary changes of any similar period since automobiles were first made.

Every year sees the introduction of a considerable number of structural novelties in the motor world. In a majority of cases, however, each of these is confined to one or two companies, frequently concerns which are not of great financial strength. Often their novelties are put out with the hope that they will create a considerable demand on the part of the motoring public, and thus place their sponsors in the lead of a growing movement. Needless to say, the frequency with which this happens is not very encouraging. This year, however, we are witnessing, not only in this country but in Europe as well, the universal adoption, by public and industry alike, of several radical improvements in motoring.

The developments on which the attention of motorists and manufacturers alike has been concentrated for the past six months, and which will be in the forefront of public discussion during the current year, are four-wheel brakes, balloon tyres, and fabric bodies. Other minor points concerning which there will be considerable agitation are the increasing use of small, light, economical cars for city use, colour schemes, improved methods of carburetion to reduce fuel consumption, and the relative merits of four, six and eight cylinder engines of different types.

FOUR-WHEEL BRAKES

Four-wheel brakes are here to stay, add manufacturers who

have been recalcitrant in adopting them will, sooner or later, be forced to admit error. This does not mean, of course, that four-wheel brakes are absolutely necessary; but the public thinks they are, and that is an end to it. As a matter of fact, the four-wheel brake is a splendid thing, even on the lighter, cheaper cars; and, in the hands of the average user, their advantages more than outweigh their real or imaginary disadvantages.

In France, all the car manufacturers except Citroën employ brakes on the front wheels, together with either rear wheel brakes or transmission brakes. In England, at this writing, twenty companies have adopted four-wheel brakes, placing them on some of the most distinguished and expensive British machines. In America, to date, four wheel brakes have become standard or optional equipment on about thirty-five makes of cars, including Duesenberg, Leon Rube, Packard Single Eight, Buick, Buick Four, Buick Six, Oakland, Cadillac, Marmont, Chalmers, Locomobile, Volvo, Rollins, Elgin-Stutz, Davis, Haynes, Kissel, Paige, Westcott, and others, these named approximately in the order of their adoption of this new system of braking. Not all of these will be available to the motoring public immediately.

In some cases, the four-wheel brakes adopted are the products of the engineering staffs of the car manufacturers. In a great many others, however, they are equipped or manufactured under license from their originators, such as the makers of the Lockheed hydraulic four-wheel brakes. One of the great fears that the public has had concerning four-wheel brakes has been the doubt as to the stability of design, construction and materials, if they should be manufactured by the builders of small cheap cars. The use of the Lockheed or other standard four-wheel brakes eliminates fear. It is much better than it would be if each car maker had to devise his own four-wheel braking system without infringing on patents already taken out by other manufacturers.

BALLOON TYRES.

Balloon tyres are, likewise, coming in for universal adoption all over the world. The agitation for these new and comfort-producing tyres began in America, went to France and then to England, thus reversing the usual process in automobile engineering. Already they are being made in different sizes by twenty or thirty American tyre manufacturers, and are standard or optional equipment on a great many cars. In France, about thirty manufacturers have adopted them as optional equipment, but always for small, light cars. In America balloon tyres are appearing on some of the heaviest and most expensive machines of both American and foreign makes. Several remarks are in order concerning balloon tyres. Their universal adoption is left entirely with the car manufacturers, but they seem to be waiting for the public to demand the change. The demand will not come, unless encouraged by the manufacturers and their dealers.

Very few motorists are going to discard their present equipment of cord or fabric tyres without being pretty well convinced that balloon tyres are going to produce enough improvement in the car's riding quality to warrant the cost of the change; and it is entirely incumbent upon manufacturers and dealers to do the convincing. Even if every car in America were available (as it is) with balloon tyres as optional equipment, the public would stick largely to its present type of tyres. It is, therefore, in the province of car manufacturers to supply these new tyres as standard equipment or, at least, to show the public unmistakably that most of the propaganda which is now going the rounds against balloon tyres is based on false premises.

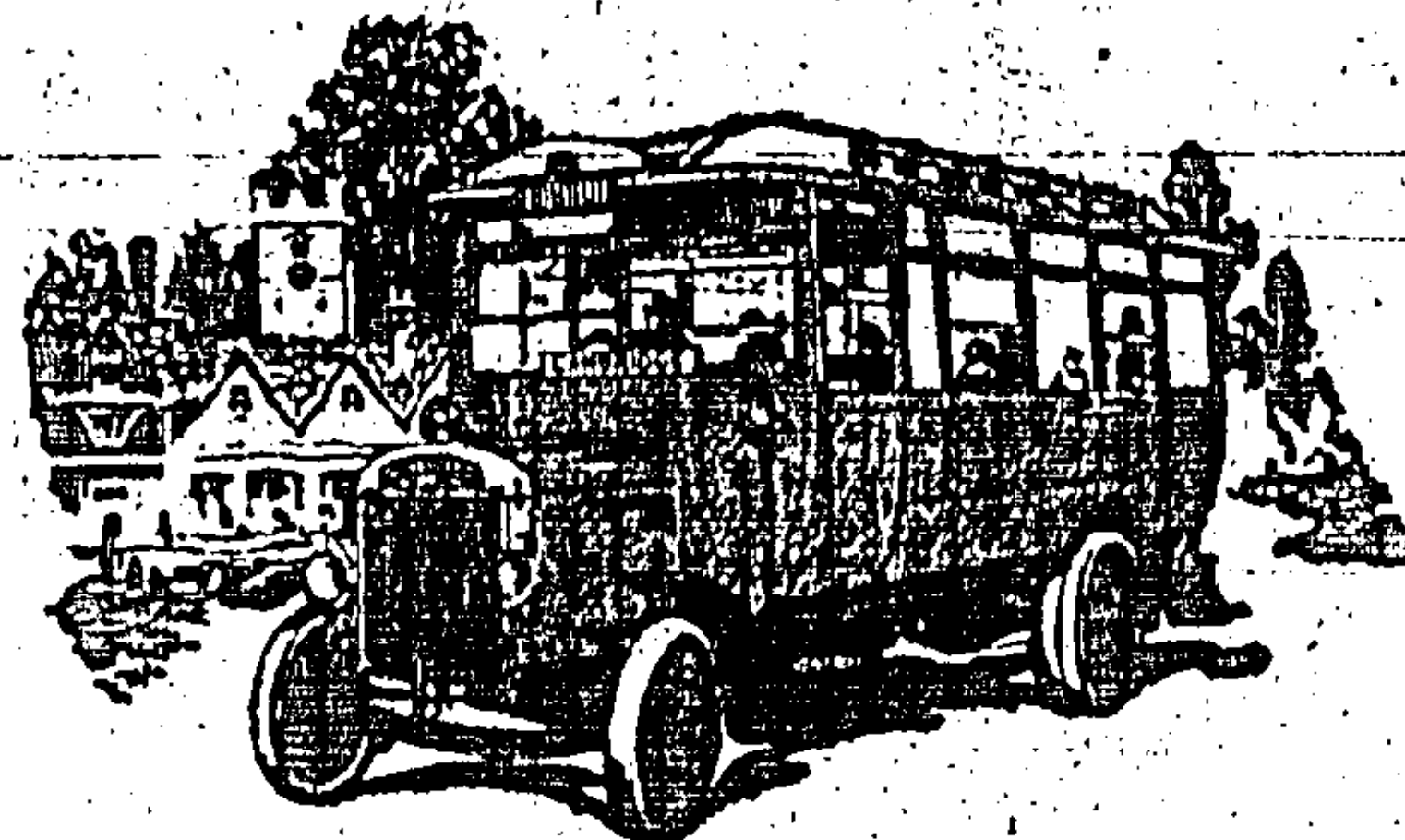
FABRIC BODIES.

Fabric bodies are quite another matter. In Europe, there is the Weymann body, and in America the Meritas body quite similar in their design and construction. In France and England a number of very important manufacturers have adopted the Weymann fabric body, which differs only slightly from the American product, as standard equipment for some of its models. Among the well-known British cars now available with these light-weight and low cost closed bodies are the Sunbeam, Daimler, Talbot, Singer, Triumph and Rover. In America, no manufacturer has announced the introduction of fabric bodies, although, of course, there are quite a number of them who pro-

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Prices on application covering following makes of cars:—

Cadillac; Dodge; Essex; Hudson; Locomobile; Marmont; Singer; Willys-Knight; Winton-Six; AND one practically new FIVE-PASSENGER CLEVELAND SPORT MODEL.

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The DRAGON MOTOR CAR Co., Ltd.
Registered Head Office & Show Room.
Wong Nei Chung Road (Happy Valley). Call Central 3950.

duce "coaches" with a somewhat similar "soft top" construction.

Dull colours have been the keynote of all the American shows held so far this season. "Vanity Fair" deplores this tendency; but, so long as the public is satisfied with black cars, or cars painted in such sombre shades of blue, black, brown red and green as to appear black, there is really not much we can say. For a time, in 1921, following the appearance of sport model roadsters and touring cars, it seemed as if their brilliant colours would dominate the other classes of cars as well. For a while was the fashion to own standard touring cars, sedans, sedan-limousines and even cabriolets and even cabriolets and landaulets, in which the colour schemes were bright, lively and brilliant, but in perfect harmony. Now the pendulum seems swinging back to black. In matters of colour, the American motoring public seems conservative, to say the least.

INTEREST IN SMALL CARS.

In our large cities there appears a very decided interest in small light town cars. This is a healthy sign. The little machines, which have become immensely popular in the larger European cities, are immensely practical. They are appearing with tiny sedan and brougham bodies, which are dainty and comfortable and have plenty of room for two or four people of moderate proportion. Their gasoline consumption is low, their power and speed moderate, their wheelbase short, and their turning radius small.

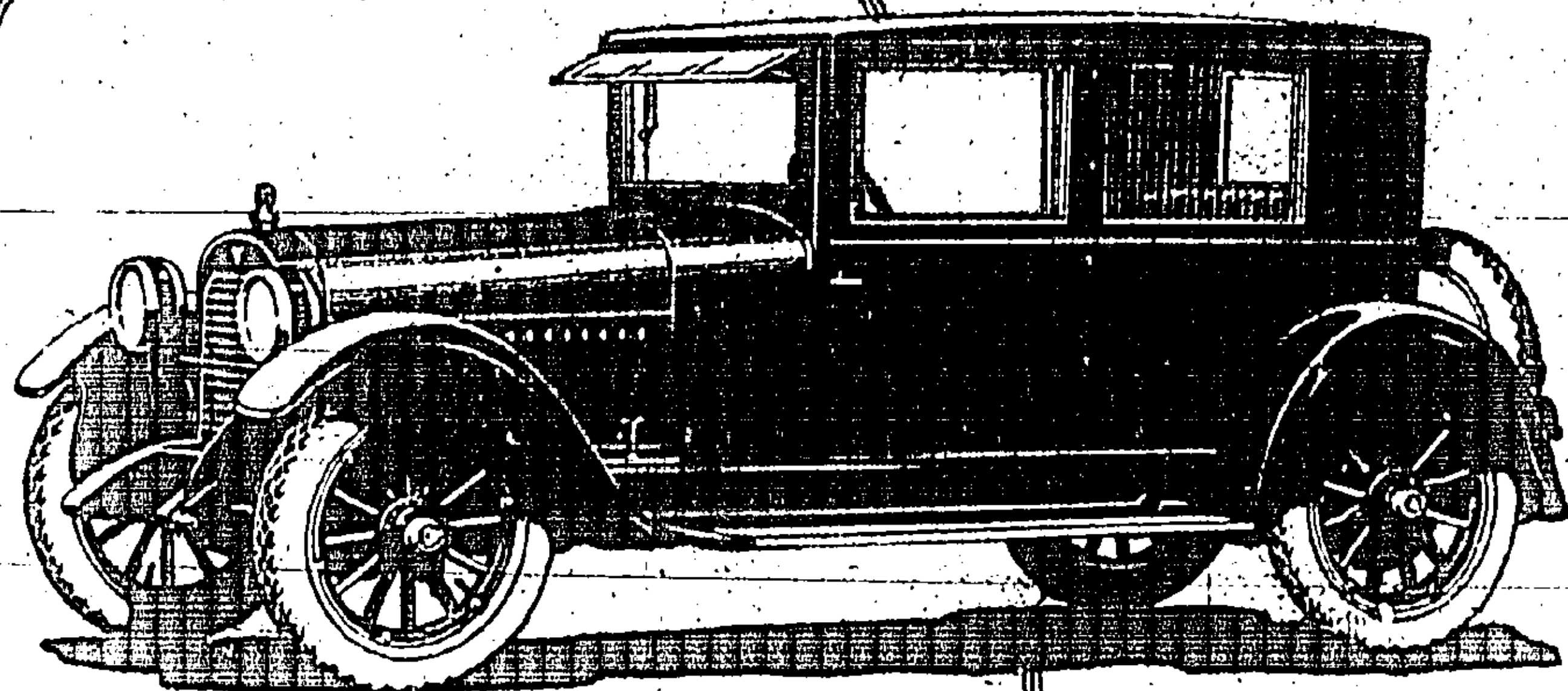
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non-pink
spirit

MEETS every need of the motorist—quick "pick up," maximum mileage, dominant power, utmost speed—plus real economy. SHELL gives you everything.

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H U D S O N



This Favorite Super-Six Improved in All Ways

The attractions of a more beautiful and comfortable body, with the greatest Super-Six chassis ever built are combined in the new Hudson Coach.

Also unmatched price advantage. At \$1,300 it costs but little more than open models. Yet it provides the wanted comforts, distinction and all-season utility of a fine closed car.

Motorism concedes that no car excels Hudson in performance, reliability and long life at low maintenance.

Now, to those famous qualities are added refinements that assure prompt starting in coldest weather, as well as greatly increased gasoline and oil economy.

Is it any wonder that the new coach has met a reception surpassing any Hudson ever built?

HUDSON also builds the ESSEX:

5-passenger Touring	\$2,375
5-passenger Coach	\$2,800

HUDSON Super-Six Prices:

4-passenger Touring	\$3,800
7-passenger Touring	\$4,000
5-passenger Coach	\$4,300
5-passenger Sedan	\$5,000
7-passenger Sedan	\$5,500



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Latest Models on View at "Four Show Room and Service Station." Come and see them.
Wong Nei Chung Road, Happy Valley. Telephone Central 3950.



The Famous "GARNER" British-built truck-chassis and passenger-bus.

The S.S. "Telamon" arriving on the 6th. July, will bring us a consignment of 2 of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres.

and

The S.S. "Glensheil" arriving on the 24th. July, will also bring one 24-passenger British-built Bus. English pattern, complete with body and also equipped with pneumatic tyres.

Before buying see us about the famous "GARNER" truck-chassis and buses.

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MOTOR CYCLES.
Delivery from stock.
Catalogue & demonstration
from Sole Agents
ALEX. ROSS & Co. (China) Ltd.
Bank of China Bldg. Hongkong
Telephone 27 or 2487.

Pictures reaching America, say
Western truck tyre engineers
show the six-wheeled coupling
of the type that can travel the
Sahara Desert, in action over
country which would test the
power of any tractor make. At
very good speed the car can
travel up a hill with the roughest
kind of road, with no perceptible
vibration, the extra set of wheels
taking up all the road shocks
which would naturally get to
the occupants of the car having
only four wheels.

There are almost as many
more than 100,000,000 worth of
steel in 1923.

Twenty per cent of the brakes
in use are defective, say auto
engineers.

more on the subject than any
Britisher can hope to do. More-
over, we know that America is
not to continue indefinitely to
produce these particular types of
vehicles, because the conditions
that govern motoring are altering
all the time in that country, as
they are elsewhere about the
world.

It follows that the bulk of
British manufacturers have very
wisely realised that, with Protec-
tion or without it, there can be
no market for their wares if they
are not designed primarily for
service on the highly developed
road system of this country.
But with English labour costs
and a war-improvised buying
public, the problem must be
governed mainly by the retail cost
of the car. Hence the difficulty.
To the many examples that can
be cited of very clever solutions
under this head, there is now to
be added one which we may
rightly expect to make not a
little motoring history in the
course of the next few years.

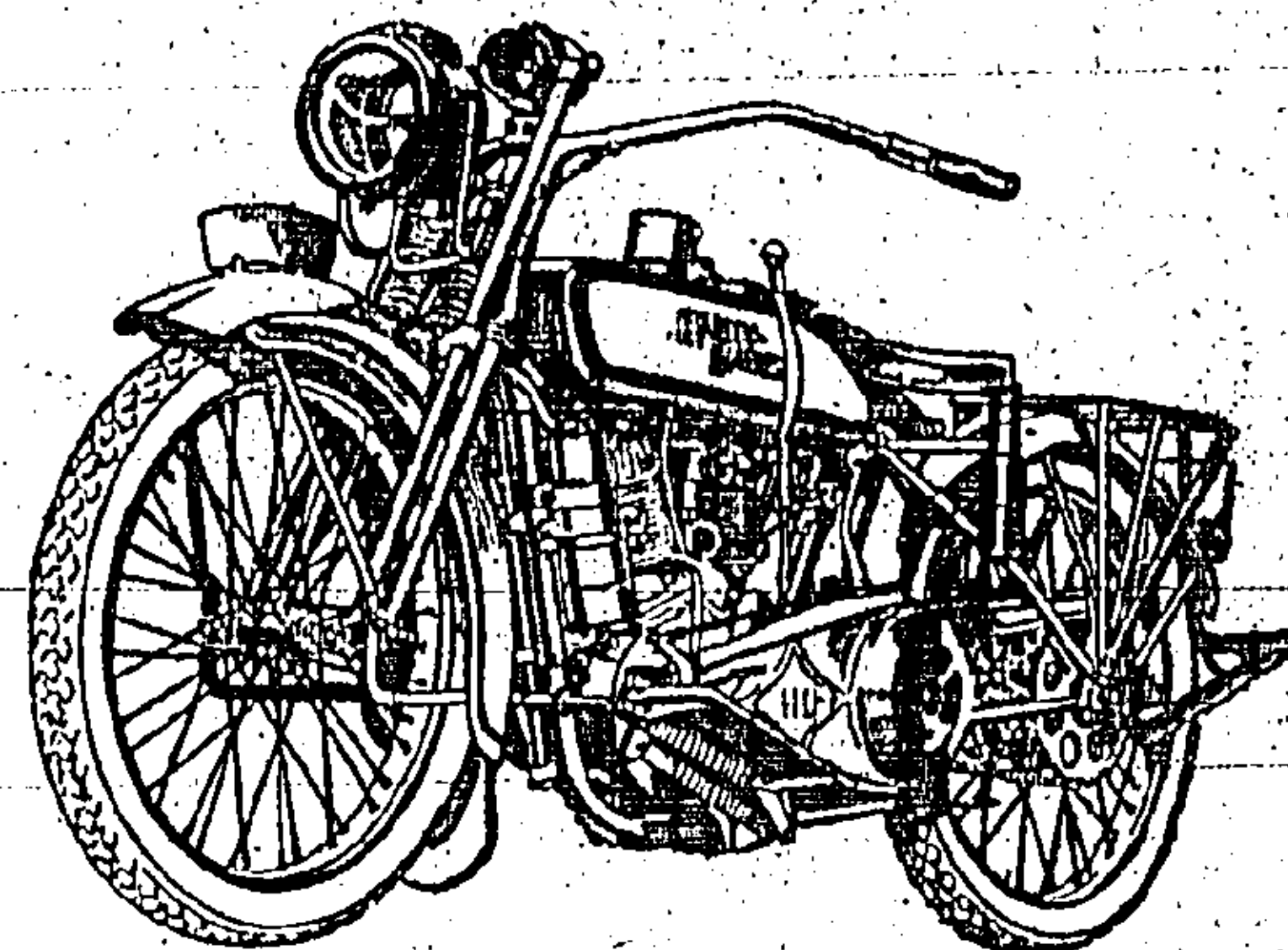
A PROPOSITION AND A PROPHECY.

There is just beginning to issue
from the works of the Rover
Company, of Coventry—which
pioneered the £100 small car
half a score of years ago with the
well-known single cylinder
vehicle that figured with notable
success in the Harford Small
Car Trials, which were the first
to be conducted by the Royal
Automobile Club, and which,
after the war, made an astonish-
ing proposition by introducing the
now famous 8-h.p. air-cooled two-
cylinder Rover car—a nominal
9-h.p. over head valve water-
cooled, 1,074 c.c. four cylinder
engine, £9 tax, car, which
sells complete with all equip-
ment, electric lighting scheme,
and so forth, with either a four
seat or a two-seat and double-
deck body, the whole scaling 11
cwt. in each case, for £180 only.
The machine being capable of a
maximum speed exceeding fifty
miles an hour, of running forty-
five miles on a gallon of petrol and
1,000 miles on a gallon of lubri-
cating oil, and of developing no
less than 20 h.p. to 3,000 crank-
shaft revolutions a minute, which
last point reveals sufficiently that
the power plant is an absolutely
up-to-date proposition, and that
nearly 2 h.p. is available per cwt.
of car. It has been tried, among
other testing grounds, in hilly
country in Wales. Of course, it
has pronounced qualities of ac-
celeration as one would imagine
from an engine capable of such
crankshaft revolutions, which
sufficiently indicate that the com-
pression ratio is high, hence the
economical fuel consumption for
the performance obtained. This
is a sound engineering job, as
may be appreciated from the fact
that pressure lubrication is em-
ployed; that the cooling water is
circulated by a rotary vane
pump through a substantial
honeycomb type radiator; and
that the overhead valves are
worked by means of long duralu-
min pushrods, the use of which
alloy reduces weight consid-
erably. Both sets of brakes act on
the expanding shoe principle on
drums on the rear wheels, adjust-
ment being effected in each
case by means of an accessible
wing nut. By removing three
nuts it is possible to take off any
one of the four detachable wheels,
the equipment, of course, includ-
ing a spare wheel and tyre, com-
plete tool kit, hub horn, all-weather
side curtaining scheme and so forth.

Contrary to the suggestion
made by the Chancellor of the
Exchequer in course of the Bud-
get debate, America has never
yet entered the small car trade.
Certainly this is a new contribu-
tion in the small car industry as
exploited hitherto exclusively on
the Continent of Europe and in
this country. Moreover, this type
of car preserves the British
tradition of providing a refined
system of suspension, the chassis
principles being somewhat akin
to those that are now familiar in
the 8 h.p. Rover type, but, of
course, the parts proportionately
larger and more substantial, the
9 h.p. car looking quite an im-
posing little vehicle. I was con-
sidered by some very bold when I
pronounced without qualification
a very widespread success for the
8 h.p. Rover when it was intro-
duced in the London market, fol-
lowing times immediately follow-
ing the armistice. Subsequent
motor history has proved me
justified abundantly. Therefore
I have particular pleasure in
forecasting on the present oc-
casion a no less outstanding suc-
cess for the 6 h.p. Rover in the
course of the next five years.

More than 200,000 motor cars
were stolen in 23 cities in the
United States during the last six
years.

HARLEY DAVIDSON

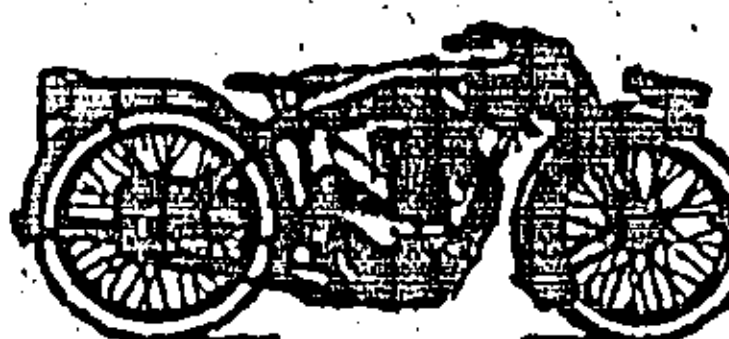


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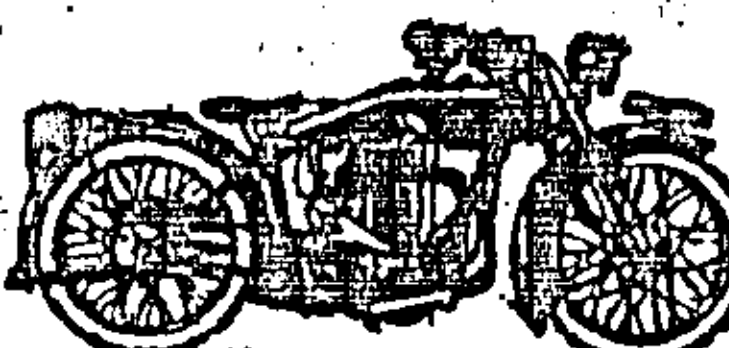
MATCHLESS

IN NAME AND REPUTATION

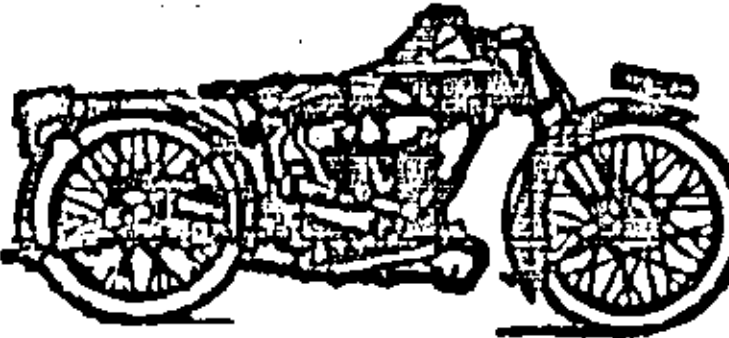
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THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING



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5 h.p. Low Compression
o.h.v. Single cylinder engine

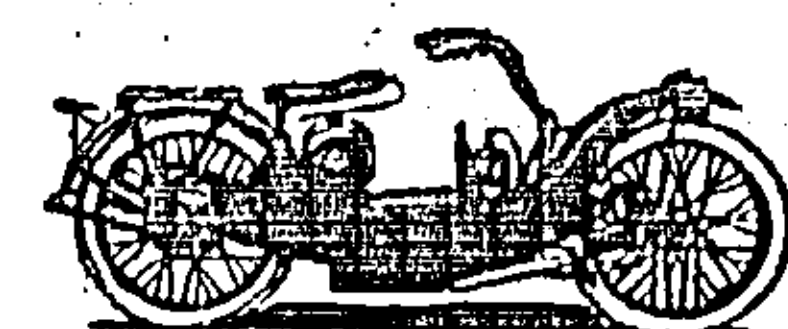


8 h.p. J.A.P. latest type tour-
ing side valve 50° V twin
touring engine.

All the above electrically equipped and complete [with full
kit of tools.

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It was "Series 3" Neracars that won 1st, 2nd, 3rd, and
team prizes in the National SIX DAYS Trial; that won
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State Championship, and won the Pennsylvania State
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ance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of BIG PERFORM-
ANCES. Keeps rider clean. Simple, easy to handle. 200
miles for \$1.00 of fuel. Ride all seasons, any weather.

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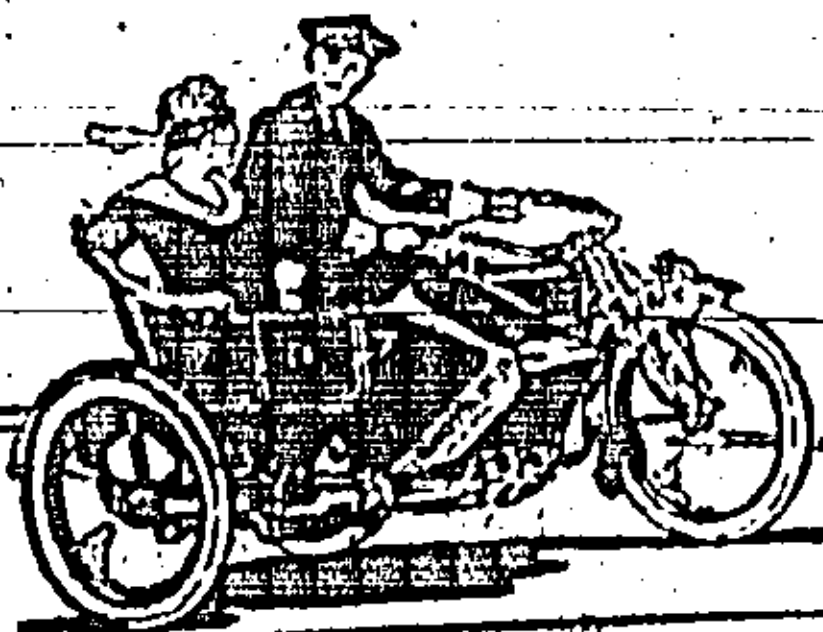
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NOTICE TO ADVERTISERS.

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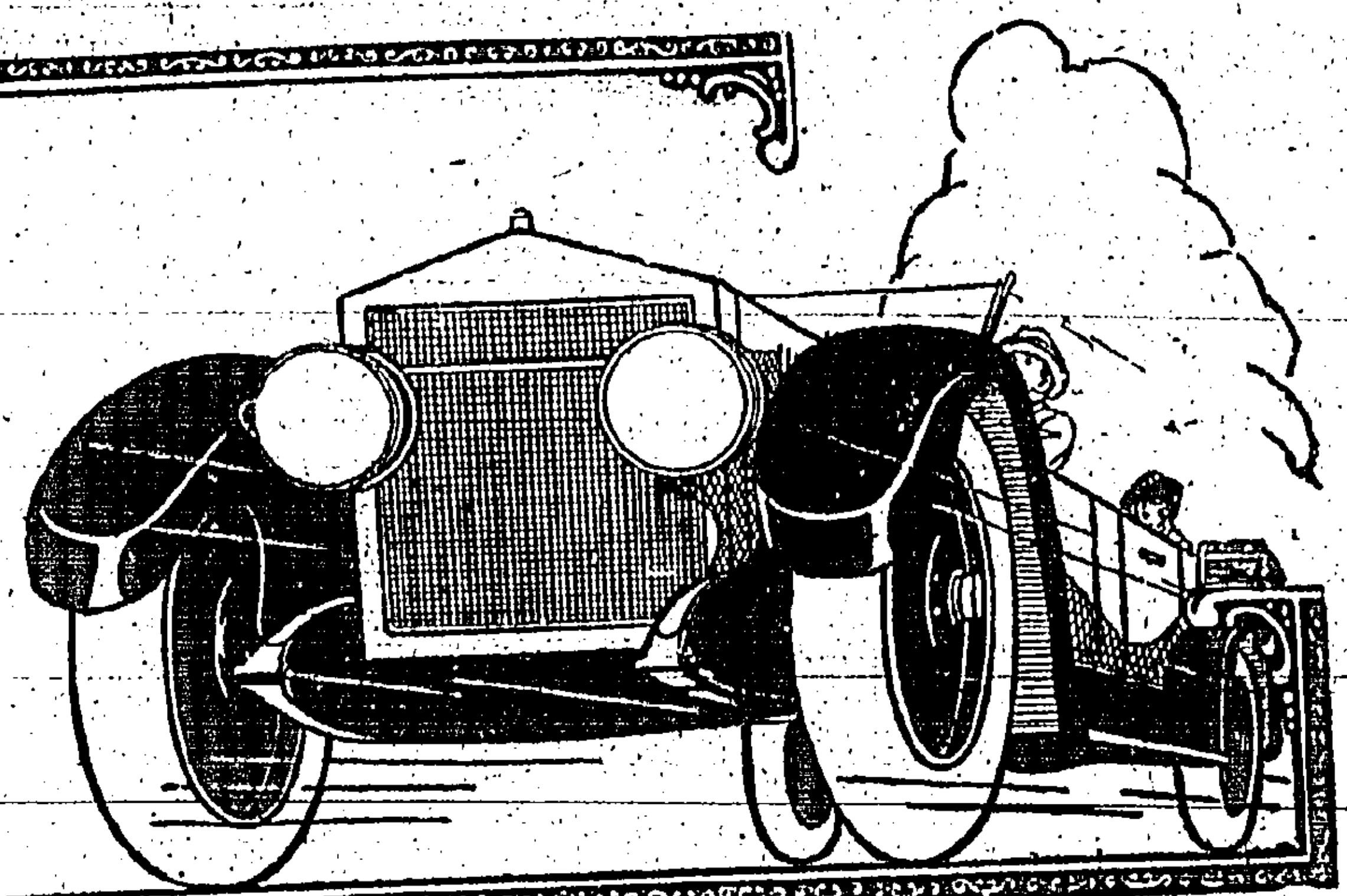
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, the 12th. July. 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Motorists on the Kowloon side will be pleased to learn that the direct linking up of Coronation Road with the road to Shamshuipo and Laichikok is now nearing completion. Within a few days it will be possible to drive straight through without having to negotiate the two dangerous corners which have hitherto been met with after leaving Coronation Road. The improvement is an important one and will be greatly appreciated by all motor drivers.

Members of the Hongkong Automobile Association are reminded that the Honorary Secretary, Mr. Paul M. Hodgson, left the Colony on Thursday for a business trip to Manila. He expects to be away for about ten days, and all communications will be attended to on his return.

We understand that so far as the Automobile Association is concerned, the new traffic regulations are viewed with much approval, not so much because they represent finality but because they are an admirable basis on which to work. The framing of regulations is by no means an easy matter, indeed it is one of the most difficult. So much that appears desirable in traffic matters is hard to encompass in the phrasing of regulations without running the risk of becoming impracticable, and the new regulations just issued are noteworthy by reason of the fact that the impracticable has largely been avoided whilst desirability has not been sacrificed. Provided the regulations are added to or amended as experience teaches those who are responsible for their enforcement, then Hongkong will be able to congratulate itself on having its traffic problems in the hands of discerning officials.

A notice has been published in the local papers this week by the Hon. Captain Superintendent of Police calling attention to the fact that motor vehicles must not be left stationary in Queen's Road or Des Voeux Road for longer than is necessary to allow persons to enter or alight or to load or unload the vehicle. It would also be as well to point out that there is enumerated in Schedule C of the new regulations a list of 31 streets in which motor cars must not be left standing, and it would repay all motorists to make themselves well acquainted with the list. The old maxim that "ignorance is no excuse" comes, to one's mind in this connection.

A lady reader writes: "May I suggest that our Police officers be prevailed upon to allow cars to park in Statue Square near where the band is playing on the afternoons when music is so kindly provided. Last Monday a small party of us had instructed the chauffeur to stop the car by the side of the road in order that we might listen to the band whilst still sitting in the car. We were surprised and disappointed when a police officer requested that our car be moved away. The road is perfectly wide at this part and there surely cannot be any real objection to us sitting in the car and thereby leaving no chairs for others. I might add in conclusion that when we arrived a few weeks in Manila it appeared to be quite a popular

practice for cars to draw up near the bandstand on the evenings the Constabulary Band gave their recitals."

Motorcyclists will be interested to hear that a shipment of the latest models of the popular "Royal Enfield" machines, has been received by the local agents, the Dragon Motor Company, Ltd. These machines, which are at present being assembled at the Happy Valley premises of the agents, range from the lightweight 2 1/2 h.p. to the 8 h.p. solo or combination model. As a local example of the sturdiness of Royal Enfields—a 1922-23 model has been running in Hongkong for two years without replacement of any sort, excepting tyres. The greater part of the service has been in the hill district, and for the last eight months it has made daily climbs to Magazine Gap.

Local motorists will doubtless be interested to read the following, sent us by the Automobile Association: "At Bow Street recently the Automobile Association prosecuted a motorist, on behalf of a member, for malicious damage to his motor car, and assault on his chauffeur. The car was being driven along the Strand, and the defendant, in crossing the road, apparently became confused by the traffic and struck at the driver's seat with a heavy stick. He missed the driver but hit the side window, smashing the glass. The defence was that the car was being driven at a reckless speed, and in getting out of its way, his stick accidentally came into contact with the window. He had no intention of assaulting the driver or breaking the window. The Magistrate, however, convicted on both sums, and inflicted a penalty of 40/-, and 21.10.0, costs for the assault; and 20/- penalty and 22.15.6 damages on the summons for malicious damage.

A complete assortment of spare parts for the Thornycroft lorries has been received from the factory by the Hongkong Hotel Motor Department. Even the larger spares, such as wheels, axles and tanks are included. With the ever growing number of Thornycrofts on the roads of the Colony, such a facility will undoubtedly be appreciated by owners.

The municipal authorities of Rio de Janeiro have issued an order forbidding motorists to use cars painted either white or red, these colours being reserved for the municipal vehicles, which have the right of way, white for motor ambulances and red for fire engines.

Two-thirds of the five kilometre race course near Marnes-la-Meudon is now finished, using a six-inch layer of concrete foundation. The first race is scheduled for July 13. For touring car trials it is intended to build a "U" loop on the inside of the track, the distance across the two legs of the "U" being not more than 50 yards. To enter this loop it will be necessary to drop down from the maximum speed to 20 miles an hour, bring the brakes, clutch, gears and engine acceleration into operation.

THE AUSTIN SEVEN.

REVIEW OF A TRIAL RUN.

Messrs. Alex. Ross and Co. (China) Ltd., have just imported a new model Austin Seven light car, and on their invitation, our representative inspected, and took a trial run in this machine. The demonstration car is painted grey, and presents a pleasant appearance. The length over all is approximately 8 ft. 10 inches, and the width overall 3 ft. 10 inches, and the car can therefore be housed in less space than a combination motor cycle and side car. This machine should make a special appeal to the owner-driver, doctor or lady driver.

Every item of equipment which is found on the average large touring car is supplied for the Austin Seven, but the running and maintenance costs of this little machine are but a fraction of the cost of the former. In tests that have been made at Home, a speed of 52 miles per hour has been attained, and on a consumption test, 78 miles to the gallon. The running costs are estimated at four cents per mile. Bucket seats, easily adjustable and detachable, are provided in the front for driver and passenger, whilst the seat in rear will accommodate two or three children. Two doors are provided, complete weather protection is afforded by the hood, double a roof and full side screens (those over the doors open with them). The panels are stove enamelled for durability of finish and ease of cleaning. The wheels are of wire, and are detachable, 26" x 3", fitted with non-skid tyres. A spare wheel and tyre is standard equipment. Four-wheel brakes are fitted and all parts of the brakes are interchangeable.

The engine, 4 cylinder, water cooled, with detachable head, is rated at 7 h.p. for taxation purposes. The R.A.C. rating is 7.8 h.p. and on the brake it develops 10.5 h.p. at 2,400 revs. A fan is fitted, which is a great asset in this climate. Three speeds forward and reverse are fitted, the change gear lever and hand brake being centrally mounted, which allows easy access to the front seats through either door. Throttle and magnet control are mounted on the steering wheel and a foot accelerator is also provided. The petrol tank has a capacity of 4 gallons. Many cycle cars are fitted with a solid back axle for cheapness, but we notice that the Austin Company have followed the usual motor practice of fitting a three quarter floating rear axle, with differential and torque tube. The electrical equipment is complete. An electric starter is fitted, and the lighting is by gear driven dynamo with accumulator. A dimmer switch for the light is provided.

On the trial run we found that the engine was extremely lively, and taking into consideration its size it pulled extremely well on the hills. The brakes answered very smoothly and the steering was light and very easy. We did not have the opportunity to try the car over any rough roads but we found the springing and general comfort of the car all that could be desired over the course we took. The agents inform us that they will be glad at any time to arrange trial runs for our readers who may be interested in the Austin Seven.

There are nearly 44,000 auto trailers in America.

Nearly 3,000,000 persons are directly employed in automobile work.

BALLOON TYRES AS STANDARD

"HERE TO STAY."

Detroit, Mich., June 9th. "Balloon tyres are here to stay and will come more and more into general use until the time is not far distant when many sizes of high pressure casings will be a thing of the past."

This is the composite opinion of a number of the country's large car manufacturers who are already producing much of their output equipped with balloon tyres and who see this type of casing as standard equipment on nearly all makes and models in the near future.

And this is not to be wondered at for undoubtedly balloon tyres add to the satisfaction of the motorist in his car. For instance, the fact that the automobile owner can now set out for a trip with even less danger of punctures or blowouts is of great importance. Balloon tyres being less taut, with less air pressure behind sidewalls and tread, they do not strike sharp objects hard enough to force them through the casing or tube.

The new low pressure casings make it easier to drive out of ice or dirt ruts; they traction better in deep snow or soft mud; the car coasts more freely; the assurance of a higher general average of speed, because of better traction, brings even better speedometer showings; there is no increase in gasoline consumption, but, on the contrary, an increased mileage per gallon of gas; with the possible exception of pulling out from curb with very close clearance balloon tyres mean easier steering; braking is reported as superior with the low pressure casing.

Another advantage of balloon tyres, not often referred to, is that muddy roads are not cut into so badly, saving the highway and prohibiting deep ruts, which will damage sidewalls. Tests show that except in extreme cases it is not necessary to use chains.

Any delay in changing over wheel equipment for full-size balloon tyres which may have been noticeable in the past is now done away with by the invention of the Eirostone boring and fitting machine. The tyre dealer can, in his own shop, in less than an hour, prepare the exact size wheels for all makes and models of cars. All dimensions are carefully varied to the fraction of 1/16 in.; in automatic control machine errors impossible.

TAR AND ROAD CONDUCT.

AN OBJECT LESSON STORY.

The following, written by a motorist at Home, will doubtless be read here with interest:

If I didn't know that the majority of people engaged in the car painting line are reasonably respectable folk, I should imagine that they had combined in a little bit of dirty business! This is what befel me over the week-end—inter alia, of course.

With a brand new saloon I was going dead slow over a Tarrad Patch. Sailed up on the wind of my starboard side a virulent Honk Honk, quickly taking motoring form in the shape of a much dilapidated Tin Lizzie of about B.C. one million.

This oldest inhabitant of the motoring world was doing a good 30, cut across my bow sharply—and showered over my car a veritable spate of tar and tarred chips and grit. I hope none of you heard my comments—as normally I don't use such language.

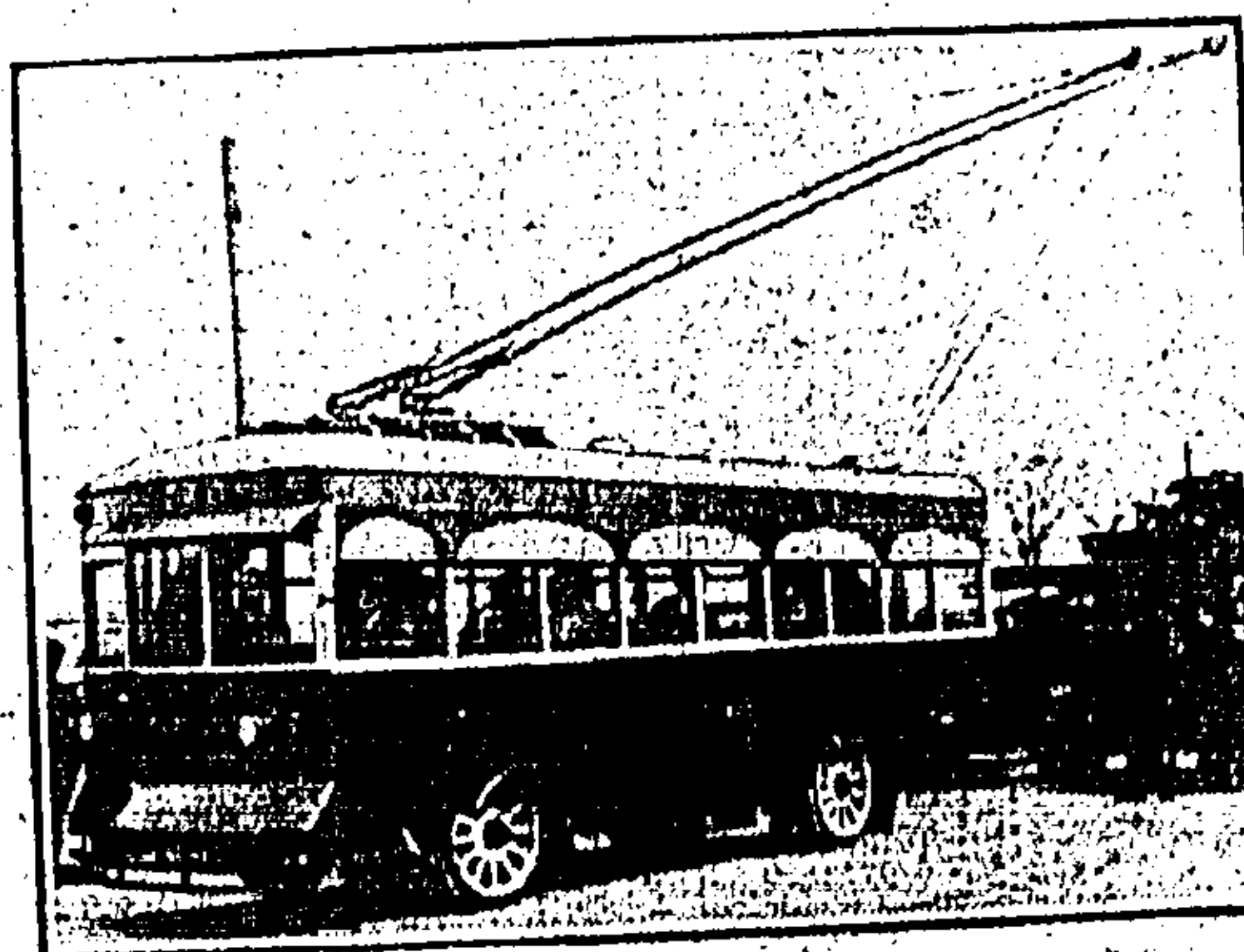
About 100 yards in front of me was a nearly new Armstrong Siddeley saloon, and our friend the Tin Lizzie treated that car to exactly the same procedure. Hence my wondering whether car repairers had organized the services of such specialists to carry on such notorious practices at Tarrad Patches. Let's hope not! I was not very far from home at the time, and made straight back to the garage. Out came some cotton wool and some oil of lard, and I gently dabbing the stains we eventually "dabbled" them away. But it's a vexatious procedure.

And that is the best treatment. If you have not got any oil of lard, use ordinary domestic unsalted lard, or cream, or butter, and plenty of care and patience.

And now, all you readers of the legal persuasion: How should I get on at law if I sued Mr. Tin Lizzie Owner for damage in my car? Is tar legally an Act of God—or the devil?

Sept 7 has been announced by the Automobile Club of Milan, Italy, as the date for the Italian Grand Prix 500-mile race on the Monza track. The event will be a repetition of the opening two-litre race, held last year, with the same amount of prize money, namely 100,000 liras to the winner, 50,000 to the second car, 15,000 to the third, three prizes of 10,000 liras each and three of 5,000 liras.

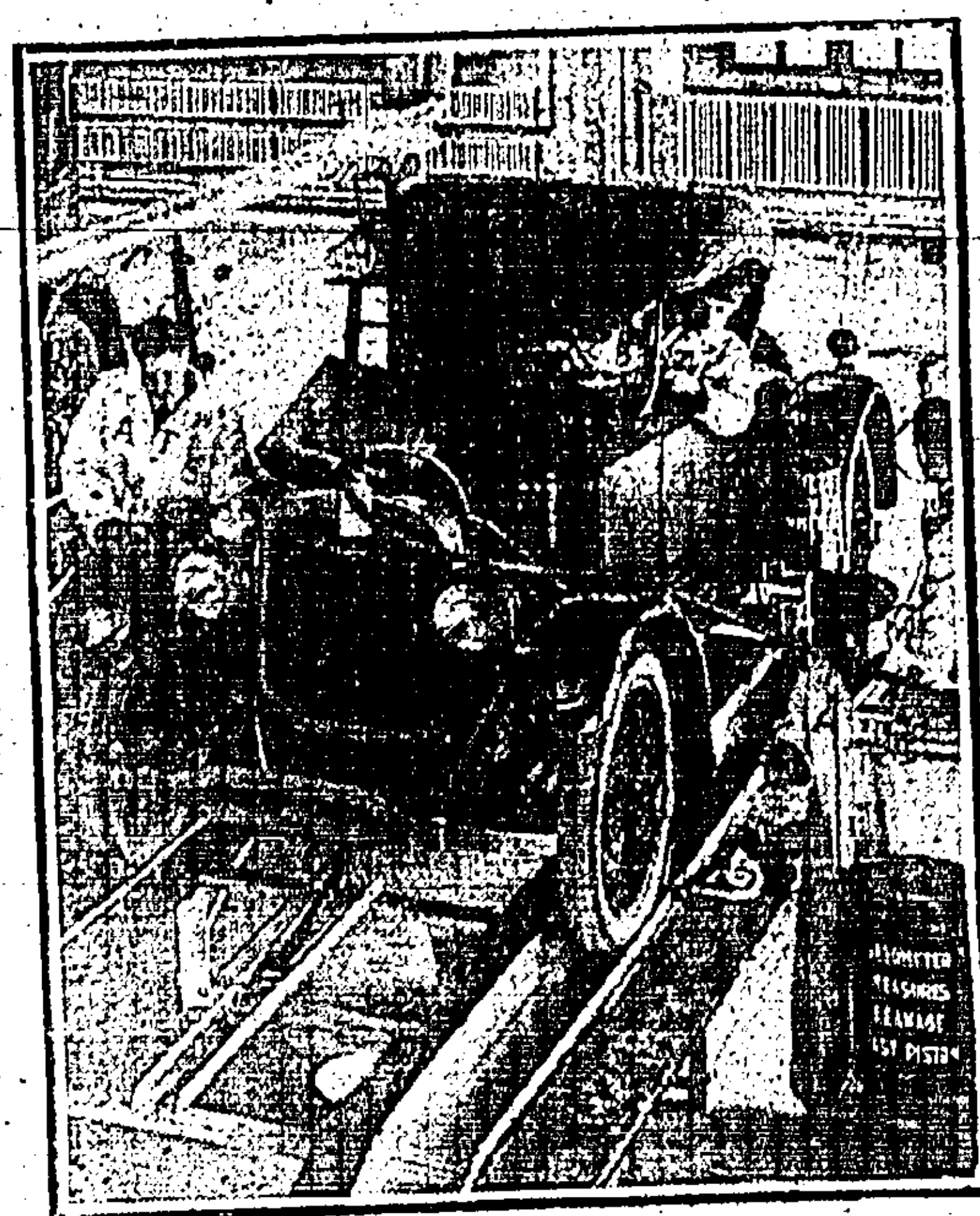
A RAIL-LESS TRAM.



Detroit is experimenting with trackless tram cars on its municipal street railway system. They have rubber-tyred truck wheels. The advantage is that the trams don't have to follow a straight course like the regular street cars. There is some talk regarding Kowloon being supplied with such a system.

USED CAR PROBLEM.

Work of Testing Laboratory.



Auto being tested at the Chicago auto testing laboratory. Man at left is testing the ignition. Foreground, two men with gasometer, measuring leakage of gasoline into crankcase oil. Background, flowmeter, attached between carburetor and engine to determine volume of fuel used and rate of miles per gallon.

Chicago, Ill.,—June 8th. A way to solution of the used car problem, which has been worrying automobile dealers, is seen in the establishment here of the Automotive Testing Laboratory. In this institution, used automobiles are tested so thoroughly that almost an exact valuation can be placed on the car. At the same time the laboratory is ready for the following services:

1. Advising the auto service station as to just what is wrong with a car sent to it for overhauling.

2. Gives prospective tourists a decision on whether their cars will stand a long drive.

3. Furnishes the used car buyer with such complete and accurate information about the car that there is no doubt as to what is being bought.

A NEW IDEA.

The idea of this kind of laboratory originated with Thomas J. Hay former president of the Chicago Automobile Trade Association. Three-fourths of the cars sold were used cars, and abuses had crept in to such an extent that a way to save the dealers and assure the public of good service had to be found. The testing laboratory was the result. At the head of this institution is Professor F.E. Edwards, chairman of the technical committee of the American Automobile Association and member of the Society of Automotive Engineers. With him, in charge of the electrical engineering, is Homer J. Rowling, ignition engineer.

Now a car brought into the laboratory is sent through the following tests:

First the crankcase oil is tested for dilution, indicating probable condition of cylinder walls, pistons and rings.

NOTHING OVERLOOKED. Then the starter is tested and the rest of the ignition connected with an electrical testing apparatus. This covers everything connected with the ignition system. And the condition of each part is recorded.

The battery gets an inspection. Then, on a trestle, the car is tested for brake control loss in power, gasoline consumption, condition of pistons and cylinders, slippage of clutch and other important points.

All this is done without removing the cylinder head. Special instruments, like the flowmeter, tachometer, gasometer and other devices tell the story just as effectively.

FULL DIAGNOSIS.

Besides, the car is inspected for frame, body and other superficial repairs.

By the time such an inspection is over, the dealer has a complete report of its condition. He then knows exactly what to do with the car to put it into running order.

With this report, the appraisal committee of the Chicago Automobile Trade Association places, what it believes a fair valuation on the used car, and leaves it to the dealer to abide by this decision.

Similar tests and reports are made to dealers who receive cars for their customers for general overhauling. There is no more need for the service man to make a superficial survey, because the laboratory's test is all inclusive.

During 1923, 25 per cent more was spent in maintaining old cars than in buying new ones, says an auto equipment man.

More than half a million motor trucks, exclusive of those in the United States, are transporting goods in all parts of the world.

Just unpacked a consignment of the latest Summer Frocks

AND
Hats

From Paris

at moderate prices
Inspection cordially invited.

Les Elegances de Paris,
No. 8, Queen's Road Central.

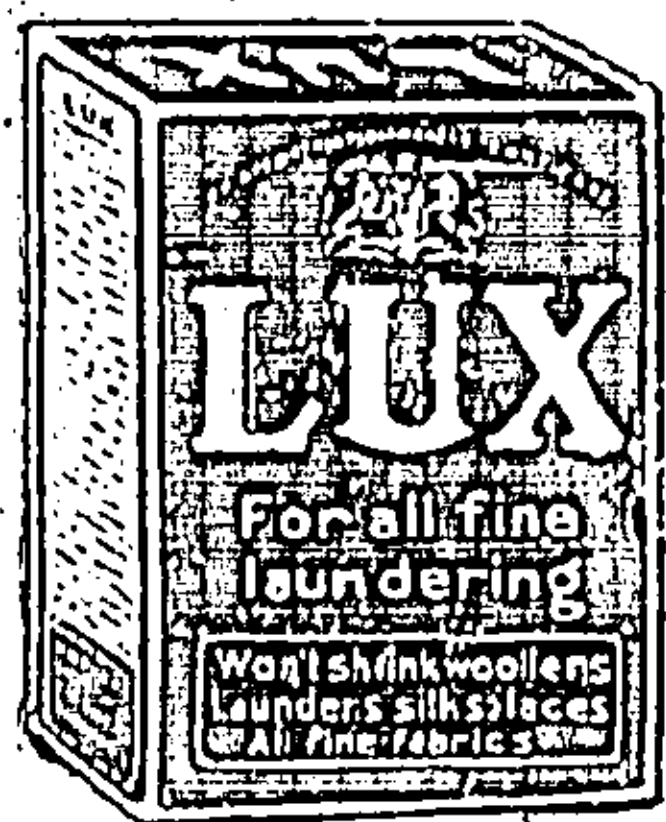
HALL'S DISTMEPER The KING of Water Paints

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Write for our Brochure on "How to decorate your
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RADIO NOTES AND NEWS.

Experiments in Television.

The problem of wireless television in that of presenting far-off scenes or pictures to the eye in much the same way that distant sounds are at present made audible to the ear, writes Mr. Sexton O'Connor in *Popular Wireless*. When perfected the system will in effect constitute a wireless cinema of unlimited scope and variety. In operation, the picture at the far end is first translated into a corresponding electrical effect and so conveyed through the ether to the receiving station, where it is restored to its original form.

This may appear fantastic, but we are living in the midst of an amazing flood of scientific discovery and achievement. Thirty years ago the bare suggestion that we might one day listen at our own firesides to the voice of an American speaking in New York would have been considered ridiculously far-fetched. Yet within the next few years there is every reason to expect that we shall be able not only to hear but also to see across the Atlantic.

In view of the fact that *Popular Wireless* and *Wireless Review* recently paid a solatium prize of £150 in recognition of his meritorious television researches, it is the purpose of the present article to give a brief outline of the progress that has already been made. This should not only prove of interest to the general reader, but may also serve to stimulate some of the more enterprising wireless enthusiasts to a serious study of the whole subject.

The first approach to the general problem of television inevitably lies along the trodden path of picture-transmission by the earlier methods of line-telegraphy. It is therefore necessary to glance at such methods, to reject those which are not adaptable to television proper and finally to consider in greater detail certain new systems which, though not yet fully developed, give promise of ultimate success.

In one of the earliest and crudest methods of photography the picture is first divided by horizontal and vertical lines into small squares, and a code signal is used to indicate the brightness of illumination of each square in turn. The squares are dealt with in a predetermined order, and the receiving operator, being acquainted with this order and with the code employed, is thus able to set up a picture corresponding roughly with the original. In a later development the picture is produced automatically by causing the code signals themselves to vary the intensity of a source of light which illuminates the successive square of a sensitive film.

LIGHT AND SHADE EFFECTS.
In the system due to M. Bolin the picture is formed in relief, the lights being represented by elevations, and the shades by depressions. The picture so prepared is then wrapped on a rotat-

ing and axially-advancing cylinder, across which a stationary sapphire point traces spiral lines over the hills and dales of the picture.

The sapphire is connected by a lever to a rheostat or microphone in the transmitting circuit, so that its movements are converted into variations of line current. At the receiving end a photographic film is wrapped round a cylinder, which is rotated and advanced in step with the transmitting cylinder. The line-current variations control the brilliancy of a glow-lamp or are lamp, and in this way are reconverted into light variations which reach the film through a small aperture. On account of the movement of the film, this aperture traces a spiral line similar to that of the sapphire at the transmitter, and so reproduces the light and shade effects.

The tracing point and the picture to be transmitted may both be formed of conducting material and connected directly in the line circuit, the varying thickness of the relief picture giving it a variable resistance according to the different density areas of the original. In the Dickman process of picture transmission, which is somewhat similar, an ingenious synchroniser is provided for keeping the transmitting and receiving cylinders in step with each other.

Another system, developed by M. Korn, utilises a selenium cell for varying the line current. The picture is formed as a transparency and is wrapped on a transparent cylinder which contains a source of light. The selenium cell is arranged in much the same way as the Bolin sapphire tracer, so that its illumination is continually varied in accordance with the density of the picture elements. Obviously a number of separate selenium cells may be used in combination, each being responsible for the transmission of a definite portion or zone of the picture and operating independently of the others. Successful results with this system have been achieved by the late Professor Ruhmer of Berlin.

DRAWBACKS.
In a more recent method of photo-telegraphy, referred to subsequently in detail, a stream of electrons is utilised for traversing the elements of the picture at the transmitting end, and a similar stream of electrons, impinging on a fluorescent screen, is caused to reproduce the picture at the receiving end.

It must be remembered, in considering the applicability of these methods to the problem of television, that picture telegraphy is a comparatively leisurely process in which each picture may take several minutes in transmission. In order, however, to produce a continuous vision of moving objects, it is necessary to send at least ten complete pictures per second. Each picture must therefore occupy in transmission only one-tenth of a second, and must then be replaced by another slightly different picture. In view of this requirement, it is clear that any method involving the contact of a metal or sapphire stylus with an undulating picture would be impracticable from the point of view of speed. It also fails because it entails a preliminary preparation of each picture.

For successful television, the only picture available is that of the ordinary field of vision, or an image of it in light and shade thrown by lenses on to a screen. The selenium cell methods, it will be observed, do not require actual contact with the picture, as a beam of light forms the medium between the picture screen and the cell, and this may be readily swept over every point of the picture, in turn, by means of oscillating and rotating mirrors, as employed in Langor's system and in the early arrangement of Nipkow.

Selenium is unfortunately subject to an inherent lag or inertia effect which prevents the current from changing to its full extent when the light effect only operates for a very short time, and also slows its quick return to normal value when the light is withdrawn. The substance has, however, proved capable of responding, in some degree, to light variations of 10,000 per second, so that this limitation does not necessarily preclude the attainment of successful results.

One favourable prospect of success appears therefore to be offered by the use of a number of selenium cells, each dealing with light from a separate zone of the picture.

"When we have produced an antiseptic which can be taken internally without risk of injury to cell tissue, we shall have conquered infectious disease."—Lord Lister.

'YADIL' ANTISEPTIC

is already used by a large number of people in China, Straits Settlements, India, Ceylon and Burma. But it is only recently that production has made it possible to spare a fair quantity for export, hence this message.

INTRODUCED my antiseptic, 'Yadil,' to the British Medical Profession on the 16th November, 1916—more than seven years ago. To-day it is recognised as the ideal antiseptic sought for by Lord Lister. 'Yadil' is entirely of harmless vegetable origin, its active principle being natural essential oil of garlic. It contains no animal or mineral matter whatever. It is absolutely safe to swallow at all ages, from birth to old age, and to apply to sores and wounds, which it heals promptly.

WITH 'Yadil' it is possible, for the first time in the history of man, to disinfect the entire human system without risk to the most delicate internal organs. It clears the body of all morbid matter, bacterial infection, or other causes of disease. Once the cause of disease is removed, normal health is promptly restored.

THIS explains the extraordinary success of 'Yadil' in influenza, pneumonia, bronchitis, consumption, scarlet, dengue, blackwater and typhoid fevers, typhus, plague, cholera, dysentery, even psoriasis or sprue. The results in malaria would be almost incredible, were it not for the repeated reports received from sufferers in China, India, South Africa, and elsewhere. From these reports it would appear that one or two doses are generally sufficient to check an attack at the onset. Liquid 'Yadil' has been used in all these cases except one. In that one, the sufferer reports similar success from the use of the Pills.

'Yadil' Antiseptic is prepared exclusively by Clement & Johnson Limited 19 Sicilian Avenue London England, and is supplied to Chemists in the Far East through London Buyers only. The following are approximate prices:

Liquid	2 oz.	8 s.	6 oz.	2 s.	Pint	5 s.	Quart	10 s.
Pills	50	1 s.	150	2 s.	500	5 s.	1000	10 s.
Ointment	1 oz.	7 s.	4 oz.	2 s.	Pastilles (for the Voice)	per tin		5 s.
Lubricant (for the Skin)	2 oz.	1 s.			Powder (for the Toilet)	per tin		1 s.

The word 'YADIL' is registered

Pronounce it YAH-dil W.R.P.

MODERN GAS LIGHTING

Wherever effective lighting is desired, there can be no better system employed than that of modern gas installation.

The truth of this assertion is amply demonstrated at the

BRITISH EMPIRE EXHIBITION

where in the Domestic Section are to be seen Model Rooms, Kitchens, Bedrooms, Nurseries and Bathrooms etc. containing in actual operation the most artistic, efficient and hygienic gas appliances and fittings. They provide a convincing demonstration that modern methods of gas lighting and heating can be made to harmonize with any scheme of decoration and furnishing, modern or "period," costly or inexpensive. Also all the main avenues in the Amusement Park are lighted by gas.

We shall be pleased to give you all the information and advice you need in regard to the hire, hire purchase or complete purchase of—

GAS PENDANTS, BRACKETS, FIRES,
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Chesterfield is an exceptionally fine cigarette made to please even the most critical smoker.

The finest of Turkish and American tobaccos are skilfully blended to produce a perfectly balanced cigarette of highest quality and most pleasing taste.

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They Satisfy—millions!

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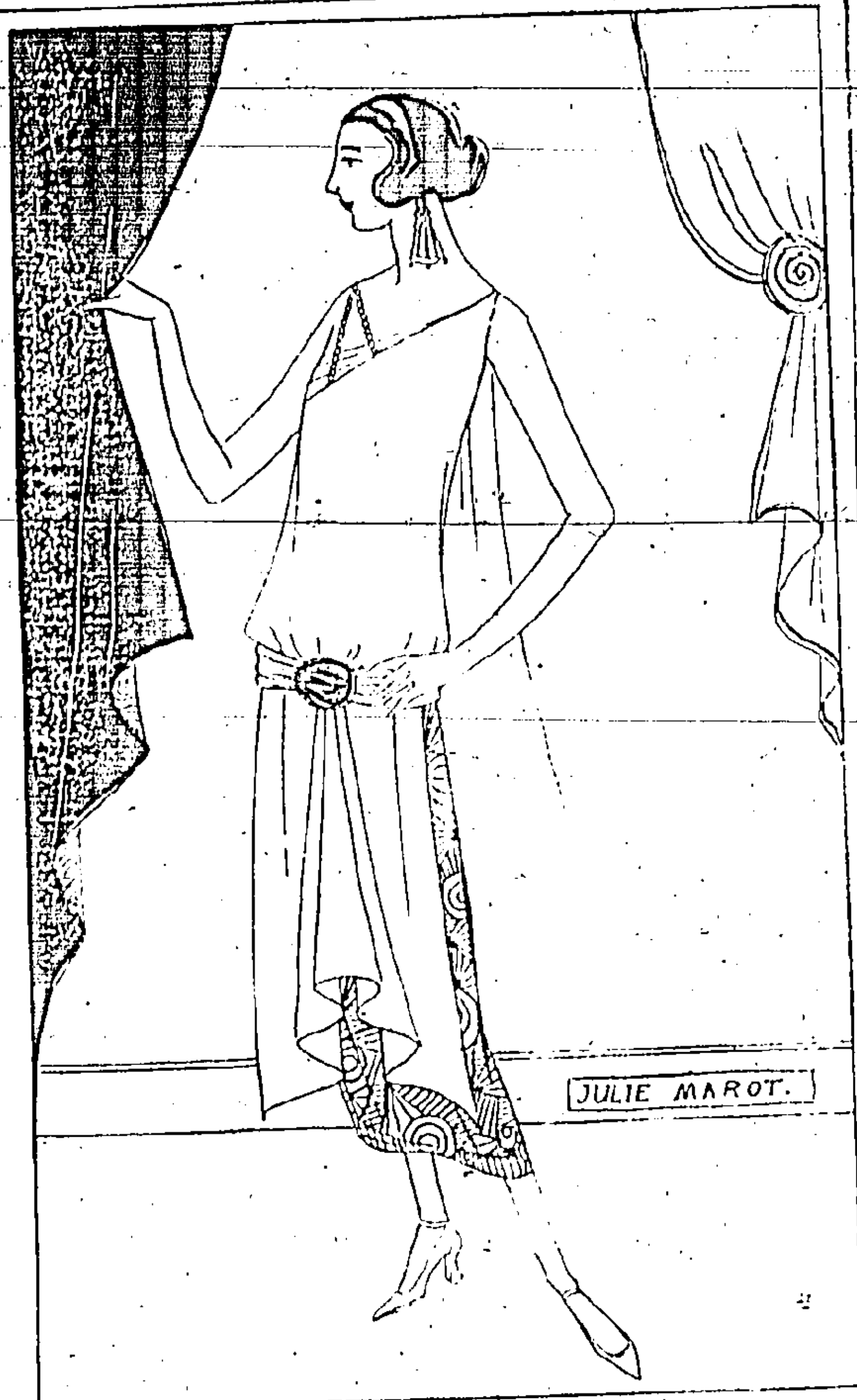
MILKMAID
STERILISED
NATURAL
MILK.

WOMEN'S INTERESTS

MEANS
SAFETY
No
MICROBES.



Small
Size
1 pt.
19
cts.



JULIE MAROT.

This frock of silk nixon combines the cape and the apron effect very tastefully. The nixon is a cream shade, while the under-skirt is covered by a pattern worked in red and cream beads. On the right shoulder are rows of red beads which help to support the gossamer cape.

THE CARE OF SILVER.

Plenty of warm soapy water, to which a little ammonia has been added, should be used to keep silver in good order. After this, cleaning with precipitated whiting is to be recommended. "precipitated" needs emphasis, for

A DAINTY FROCK.



Here is an exquisite summer frock of silk crepe with embroidered geometric front in beige colour. It is worn with smart kid shoes of brown.

whiting should never be used in the rough.

If table silver is always washed immediately after use, it will not so often require to be cleaned. After washing see that it is thoroughly dry, when polish with

BRITTLE NAILS.

As a cure for brittle nails, there is nothing better than drinking two quarts of water every day, preferably with a little pure fresh lemon juice added to each half pint of the water taken. For brittle nails are a sign of excess of uric acid in the blood, and nothing will permanently remove the condition till the acid has been driven out of the system.

The first half pint of water should be taken the first thing in the morning, and the last just before going to bed, and if to each of these the juice of a lemon is added the "cure" will be effected much more quickly. No sugar may be added to the lemon juice.

Nails that are inclined to be brittle and split should never be cut without being first soaked in warm soapy water, and then it is better to file rather than cut them. Every night-and-morning they should be well-measured with a mixture of equal parts of yellow vaseline and olive oil. This should be rubbed into the nails and wiped off with a chamois leather.

Women with very brittle nails should avoid letting the hands come into contact with extreme heat, as this increases the tendency towards brittleness.

a clean soft chamois leather kept for the purpose.

Silver inkstands, or any other silver articles which may be stained with ink, will require a little more drastic treatment to remove the marks. Chloride of lime mixed to a paste with a little water will always remove an ink mark if it is allowed to dry on, and then is removed by vigorous rubbing with a soft cloth.

Never put silver away without first of all wrapping it up in green baize. This will prevent a good deal of tarnish, and the articles will not be so difficult to restore when they are got out for use again. Spoons and forks should not rub against each other, but each item should have a fold of the cloth to itself.

OUR FASHIONS:

By a Townswoman.

What a craze there is for uniformity just now! The more you look exactly like everyone else—as long as it is the right, or of everyone—the smarter you are. Some people call it a slavish lack of originality and imagination, but I think that is just what it is not.

My theory is that the modern woman has such a strong personality that she doesn't need to express it by unusual clothes. Dress her just like all her friends and she will still stand out from them by force of her own individuality. It is the person who is really uninteresting who has to try and attract attention by the novelty of her clothes. There's one great point about it, anyway—our menfolk can't jeer at it as they do at most of our new ideas, when they're terrified themselves of differing from each other by so much as a button!

FULL, YET SLIM.

In Paris, by the way, the present uniform for afternoon and semi-evening wear is a black frock with a tight, close-fitting bodice, a low, but not very low, waist-line, and a very, very full skirt, so made that when the wearer stands still it has the appearance of being quite narrow. The fullness is given by means of finely pleated gores, which are cleverly let in between the panels of black satin which form the skirt. This frock is very effective for dancing.

Talking of fine pleats, which are more fashionable than ever, I saw recently one of the most attractive scarves I've met. It was made of four strips of pleated nixon, a yard and a half long, in different colours. It was folded closely round the throat and tied in front, and the long ends spread out, revealing the colours—brown, two shades of beige, and orange. Worn with a brown costume, it was very striking.

And now we're wearing flowers again, after years and years of calling it country-cousinish. But no one could say that of these tight little tailored buttonholes of a camellia or a bright carnation. In the evening we're very exotic: orchids or nothing!

A WARNING.

Just one word more, and that a warning. About shingling. No use saying it doesn't interest you. I find the women who have most to say about hardness and unfemininity and crowding glories and so forth are just those who sneak out one afternoon and return home, nervously elated, with neuralgia and loose hair. The warning concerns the

neuralgia part. If you don't sleep for the first night or two with a scarf tied securely round your head, you'll know what that means. What's almost worse, your new and carefully set waves will resemble nothing so much as a last year's bird's nest. These mornings when we wake up to a couple of murders with the breakfast coffee, we don't want to tackle any extras of that description.

BLACK & WHITE.



Here the stripes go round on the skirt and under the arms but go up and down on the sleeves and front. Six wide tucks at the hem, a few steel colour buttons and a tasselled scarf are effectively used.

INTERESTING ITEMS.

Butterfly wings with a bit of glowing colour introduced in the lower drapery are exquisite on georgette frocks of misty gray or black.

Tiny watches, perfectly round in shape and enamelled in pastel colours, are worn as pendants from black velvet ribbons.

SHOES FOR ALL OCCASIONS.



For sport wear the flat-heeled oxfords are recommended. Those trimmed with patent leather are a good selection.

For wear with tailored frocks the strapped oxford with the higher heel is needed.

For evening gold or silver slippers with fancy stockings to match, are worn.

With silk frocks pumps of satin or patent leather, with buckles or straps, or both, are worn.



These three hats answer practically any millinery problems. The very large one, untrimmed save for the ribbon streamers and the flat fl wears about the crown, is quite the thing for wear with summer frocks. The small straw one with the ribbon cord is right with the suit and tailored frocks and the black satin model with the bow of lace fits in between these extremes for wear with the silk afternoon frock, or for afternoon tea or when dining out.

CLEANING STRAW HATS.

Dust and sun quickly have their effect upon summer hats, and it is surprising how soon they grow dull and shabby. This is especially true of black and navy blue, of which particular care needs to be taken.

Dark straws should be well brushed till all the dust is removed, and then brushed with strong cold tea in which has been dissolved a teaspoonful of gum. The latter is for stiffening purposes, but if unnecessary should, of course, be omitted.

White straws, too, should be freed from dust before being treated with oxalic acid dissolved in boiling water, in the proportion of one teaspoonful to half a pint. Thorough rinsing is important, and the hat must be dried in the open air, though not in the direct rays of the sun.

The best way to prevent a hat becoming shabby before its reasonable time is to brush it each night before putting it away in box or wardrobe. Pull bows or flowers into shape, and, if possible, have a little muslin bag into which a delicately coloured summer straw may be slipped.

THIS WEEK'S RECIPE.

COCOANUT TART.

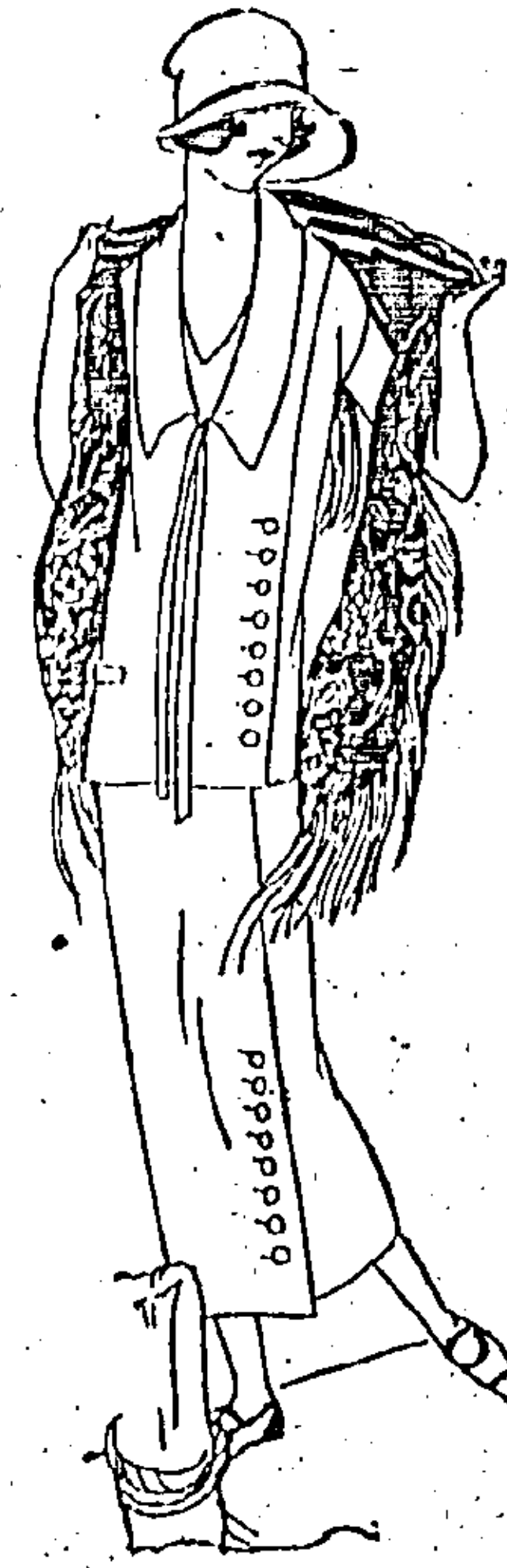
Required: 1 tablespoonful of cornflour, 1/2 pint of milk, 2oz. of desiccated coconut, 1oz. of sugar, 2 eggs, vanilla essence, 2 tablespoonfuls of jam, an open tart of short crust pastry.

Method: Blend the cornflour with a little cold milk, and put the rest of the milk on to boil. Beat the yolks of the eggs to a cream and stir the hot milk on to them; add the blended cornflour and stir over the fire until the mixture thickens. Remove from the fire, add the coconut and vanilla essence. Put some jam at the bottom of the cooked pastry tart and spread the mixture over. Return to the oven until nicely browned. Beat the whites of the eggs to a stiff meringue, add sugar and vanilla essence, and pile on the tart. Drizzle with sugar and return to the oven, to set the meringue, and bake it pale brown. Serve hot or cold.

THE TROUSER SKIRT.

A clever Parisian tailor has found a way of making a "trouser skirt," which looks quite like any other smart skirt, but makes walking a pleasure instead of a trial. The skirt looks narrow when seen in repose. Actually it is made up of a divided skirt covered by a front panel and a back panel, so wide that they meet at the sides and swing apart only when a long stop necessitates it. No one but the wearer and the tailor need know the real nature of the skirt.

NEW SPORTS FROCK.



Round metal buttons have a good deal to do with the smartness of this two-piece sports frock. Other contributory causes are the very short sleeves, long pointed collar, wrap skirt and fabric of helen green flannel.

PARIS FASHIONS.

Fans are on their way back to fashion's favour, but this time, instead of the enormous models behind which a woman could almost hide herself, it is the small fans, inspired by the delicately painted fans of carved tortoiseshell, sandalwood and ivory of the Empire period, that are clamouring for attention. Those who can afford to purchase genuine fans of this period from the antique shops are the most to be envied, but for those who cannot, fan makers have created some very charming little modern fans of painted silk mounted on delicate mother-of-pearl sticks, as well as fans of black lace mounted on ivory or ebony sticks.

Batik patterning has changed its scope, and instead of the all-over patterned silks that we have seen so much of—too much, perhaps—during the past three seasons, smart women now only wear dresses decorated with a band or a motif designed especially for this one particular gown.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Sam Turns an "Amusement-Park Cowboy"

BY SWAN



UNDERWOOD TYPEWRITERS
PRICE - H. K. \$112.50 NET.

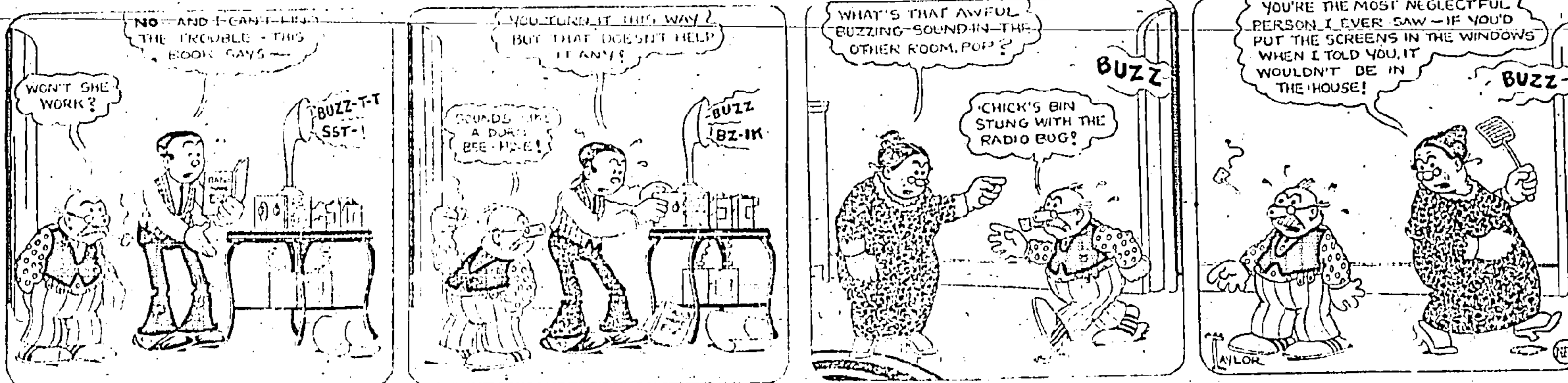
Weight In Case 5 5/8 Lbs.		Minimum Weight. Maximum Service.
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PORTABLE MODEL
Sole Agents
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MOM'N POP

An Insectless Bug

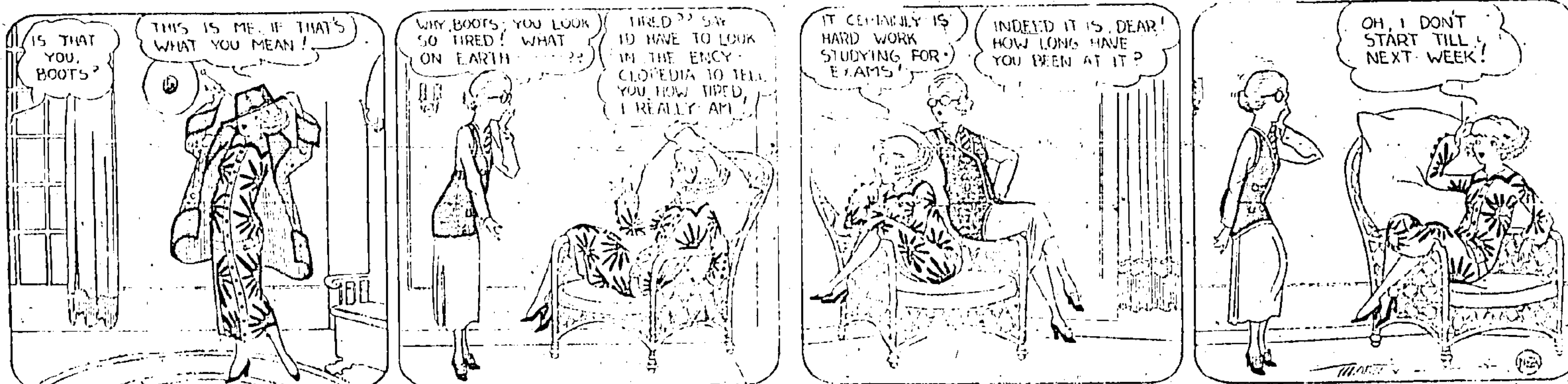
By Taylor



BOOTS AND HER BUDDIES

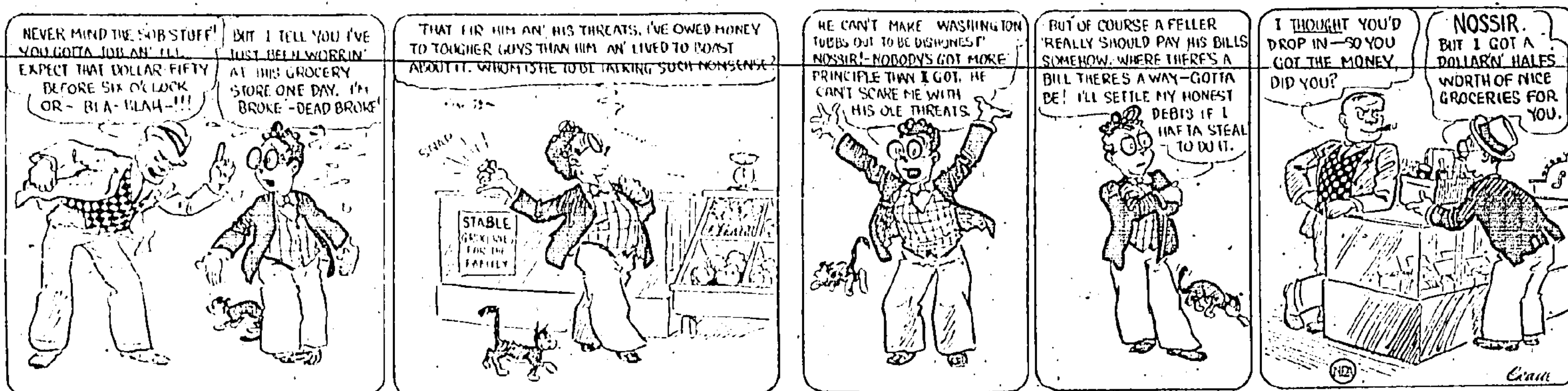
Advance Preparedness

By Martain



WASHINGTON TUBBS II

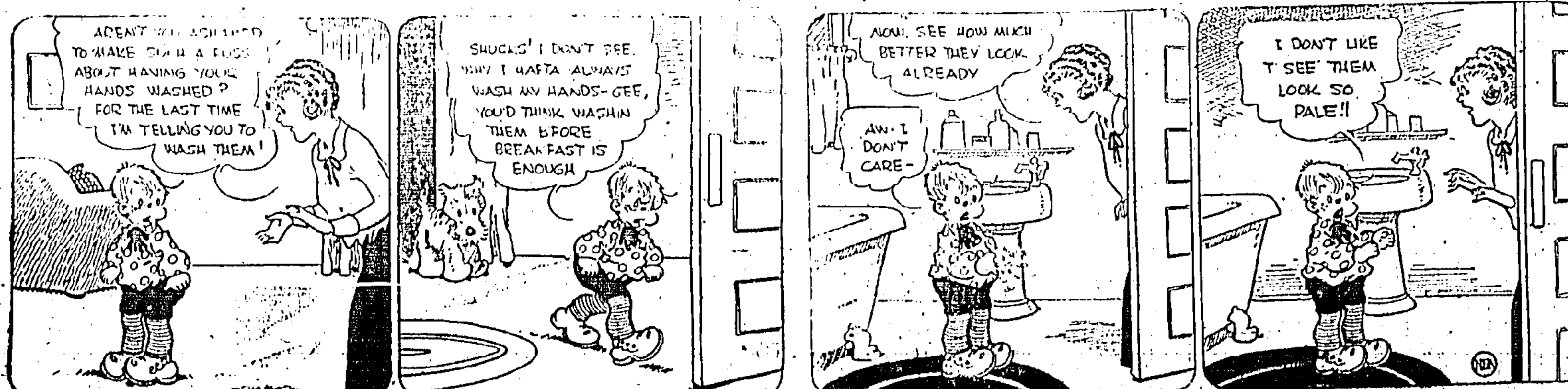
By Crane



FRECKLES AND HIS FRIENDS

Not Natural

BY BLOSSER



For Your BABY.

FUNNY STORIES.

LONG TRIP

Conductor—I've been on this train seven years.
Passengers—That so? Where did you get out?—*Yale Record.*

NOTHING PERMANENT

Lily—So yo' done mortgaged our li'l home?
Moro—Joa' temp'rarily, honey, till de mortgage am fo'closed—*American Legion Weekly.*

AN ILL WIND

She (sotto voce)—Georgio, dear, it's a burglar!
He—Sh-h-h, don't move maybe he can get that window up; it's the one we haven't been able to open since the painters left.—*Life.*

COLONNARY

"Cook, don't you know that if you boil cabbage with the lid on it will lose its colour?"
"So folk 'ave told me, mum; but you'll never got me to believe it. I never was eupatitious.—*Punch.*

MANNERLY TALK

"Willie, have you no manners?"
"Well, if I waste them now I won't have any when company comes."—*Boston Transcript.*

LUCKY THING

Gladys (meaningly)—It's a good thing we can't see ourselves as others see us.
Gertrude—You're right. I know, for my part, that I should grow terribly conceited.—*Answers.*

WONDERFUL POISE

Binks—What makes you think she's an expert at anjwshooing?
Jinks—She must be. She can even walk gracefully in galoshes.—*Judge.*

HER EXPLANATION

Teacher—I am greatly dissatisfied with your son. He couldn't tell me the date of the death of Louis XIV.

Mother—Well, you see, we don't ever read the newspapers.—*Journal Amusant.*

HIS PURPOSE

He—What time should I come?
Voice Over The Phone—Come after supper.
"That's what I was coming after."—*Tit-Bits.*

A BUSINESS HEAD

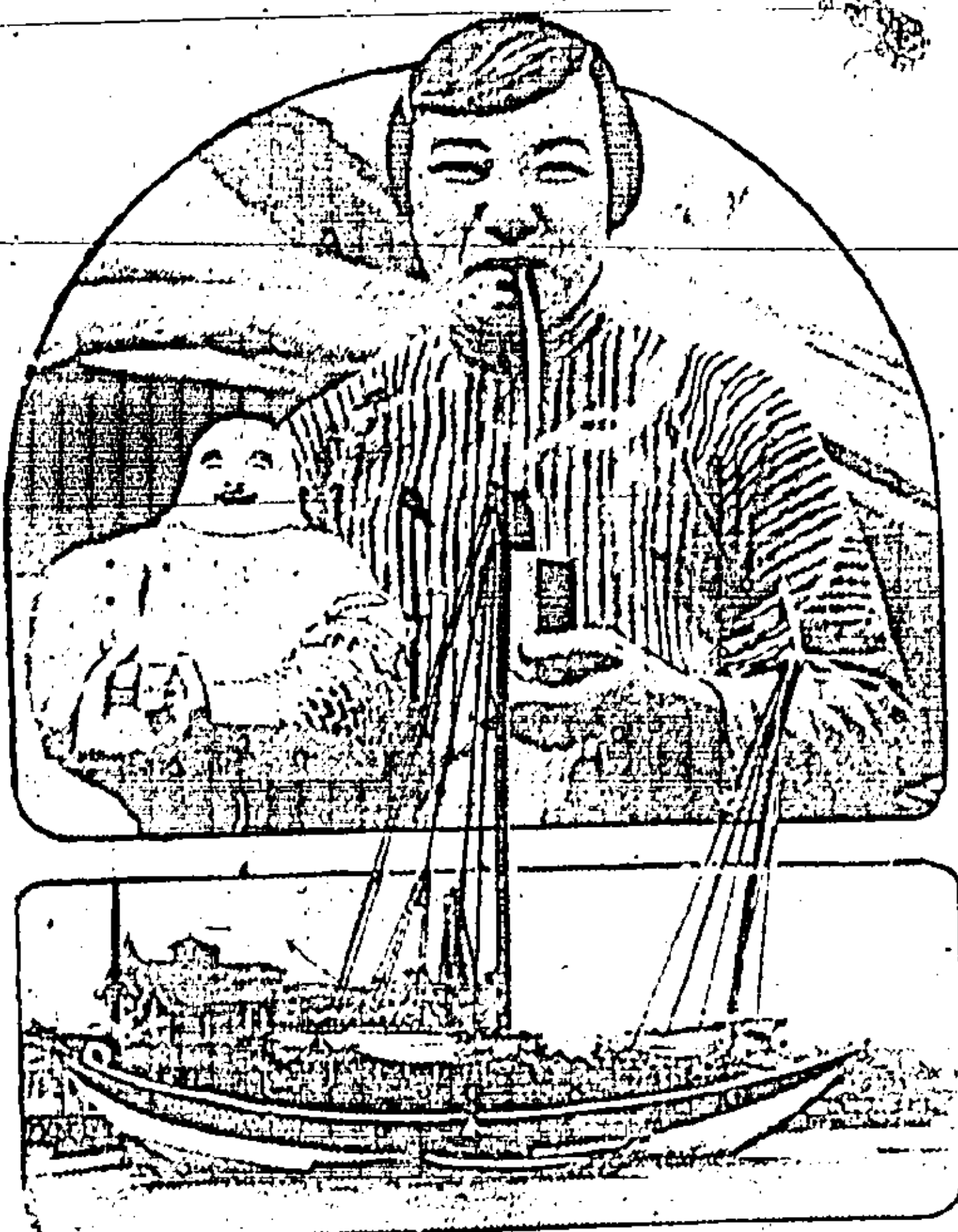
Housewife (to peddler)—Got away out of here, now, or I'll whistle for my dog!
Peddler—All right, ma'am, but first allow me to sell you a good whistle.—*Tit-Bits.*

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 12th. JULY, 1924.

WITH THE GOOD SHIP "AMOY."

Incidents of a Long Voyage.



Mrs. Choyee Ward and the Chinese junk Amoy in which a spectacular 5,000-mile sea trip was made. Mrs. Ward is shown complacently smoking a water pipe and holding her Buddha.

New York, June 18th.—Put a woman aboard a Chinese junk that looks cork-like into strange corners of the world over a 15,000-mile course, give her a speaking acquaintance with pirates and typhoons, and when she reaches sea trails and what will she wish most that civilization has to offer?

"A kitchen and a gas range, of course," answers Choyee Ward, the cheery Chinese wife of Charles Ward, lithe, bronzed modern "flying Dutchman" who has brought the junk Amoy from the pirate-infested waters of China, across the Pacific and thence, through the Panama Canal, to "Snug harbour" at Sheepshead Bay, New York.

From this point of vantage Choyee Ward, with her son, Bobby playing at her side, looks out upon the skyscrapers and sighs for the poor city folk.

But, simultaneously, she sighs for a kitchen. For suddenly pigs have become more important than pirates or pythons.

"It's a little inconvenient," she says, in perfect English, pointing to the tiny galley of the junk. "And I would like to cook my husband a good meal."

Such a view is easier to understand when one learns that a python became part of the junk's menu on the cross-Pacific trip, and it is said a chow dog was eaten by members of the Chinese crew.

The cruise of the Amoy started two years ago. Captain Ward had used the craft as a pirate chaser in the Chinese rivers. For 20 years he had been a Chinese "river man." A Dutchman, with the sea strain in his blood, Ward left Canada for the Orient as a boy. Now he is on his way home, and he chooses the ancient junk as a means of travel. So he set out on such a trip as has no equal, probably, in modern sea annals.

With two Chinese crew members, his wife and his son Captain Ward put to sea. His is one of most ancient junk types, being made entirely of camphor wood and Chinese fir, held together by bamboo pins. A few days out they were attacked by river pirates, and since then they have been storm-tossed and becalmed in many waters.

Through it all Mrs. Ward "has been a wonder"—as her husband puts it. Yet there is little of the sea taste in her mouth. For Choyee Ward is Buddhist. Her husband wishes to be observed, and he wishes the sea—so she smiles but sighs, nevertheless, for the kitchen she will one day have when the home port is a cottage somewhere.

SPORTS PARL.

Interesting World Items.

Adam M'Lean has signed again for the Celtic.

Motherwell F.C. report an adverse balance of £1028.

D. G. A. Lowe, the Cambridge University athlete, who made such a good impression recently in America, is said to be a Scot.

Mdllo. Suzanne Lergion was 25 years of age last month.

A. D. Nourse is the only South African cricketer who has made over 10,000 runs in first-class cricket. He has had ten centuries against English bowling.

A. D. D. Mathieson, who made such a plucky fight against the Cambridge University "crack" golfer, E. F. Storey, is just eighteen years of age and weighs little more than eight stones.

W. T. Tilden, the American lawn tennis champion, has badly injured himself through slipping on a wet court. His absence from playing is likely to be a long one, as he has torn a ligament in the knee.

R. H. Catterall, the South African, is an Association football player and an adept at billiards. A South African "soccer" side is visiting England next winter and Catterall has been asked to stay on and assist. He is a centre half.

Collier and Inglis, of Raith Rovers, have had their transfer fees reduced, the former from £1000 to £500, and the latter from £500 to £250. There are some who say the pair will be with an Edinburgh club next season, and there is no room for them at Easter Road.

A finely-equipped putting course and a tennis court have opened in Selkirk on ground behind the Municipal Buildings. The opening ceremony was performed by Provost Crichton in presence of a large gathering. The first ball was played on the tennis court by the Provost, who thereafter proceeded to the putting green and played the first ball there also, doing the round with Councillor Park, convener of the committee, as his partner. A match was also played on the tennis court between Selkirk Tennis Club and Hawick Teviotdale Club, and the latter won by six matches to two.

Sir J. E. K. Studd, of the famous cricketing family, and president of the Regent Street Polytechnic, London, is to be married shortly in Paris to Princess Alexandra Lieven, daughter of the late Prince and Princess Lieven of Petrograd and Cremona. He is close on 66 years of age, and the Princess is 45. His wife died three years ago.

Robert Rolf, of Sussex, takes his benefit this season, the match allotted to him being that with Lancashire in August at Hove. In view of the George Street Fund, Rolf has expressed his willingness to defer his benefit until next year, but the committee, while appreciating his kindly thought, have decided to give him the benefit as arranged.

Jack Newman, the Hants all-rounder, takes a well-deserved benefit when Surrey visit Southampton this month. Since 1906 Newman has assisted his native county on the cricket field, and last season he created a Hampshire record by taking his thousandth wicket. In his early days in county cricket he was played for his bowling, but he came on apace with the willow, and is now one of their most dependable bats. Newman credited himself with the all-rounder's double—100 wickets and 1,000 runs—in 1921, and again last summer.

CANADA'S HOLIDAY RESORTS.

Every Kind of Enjoyment Provided.



Mountain resort of Val Morin with its comfortable Pinhurst Inn and cottages beside Lake Raymond.

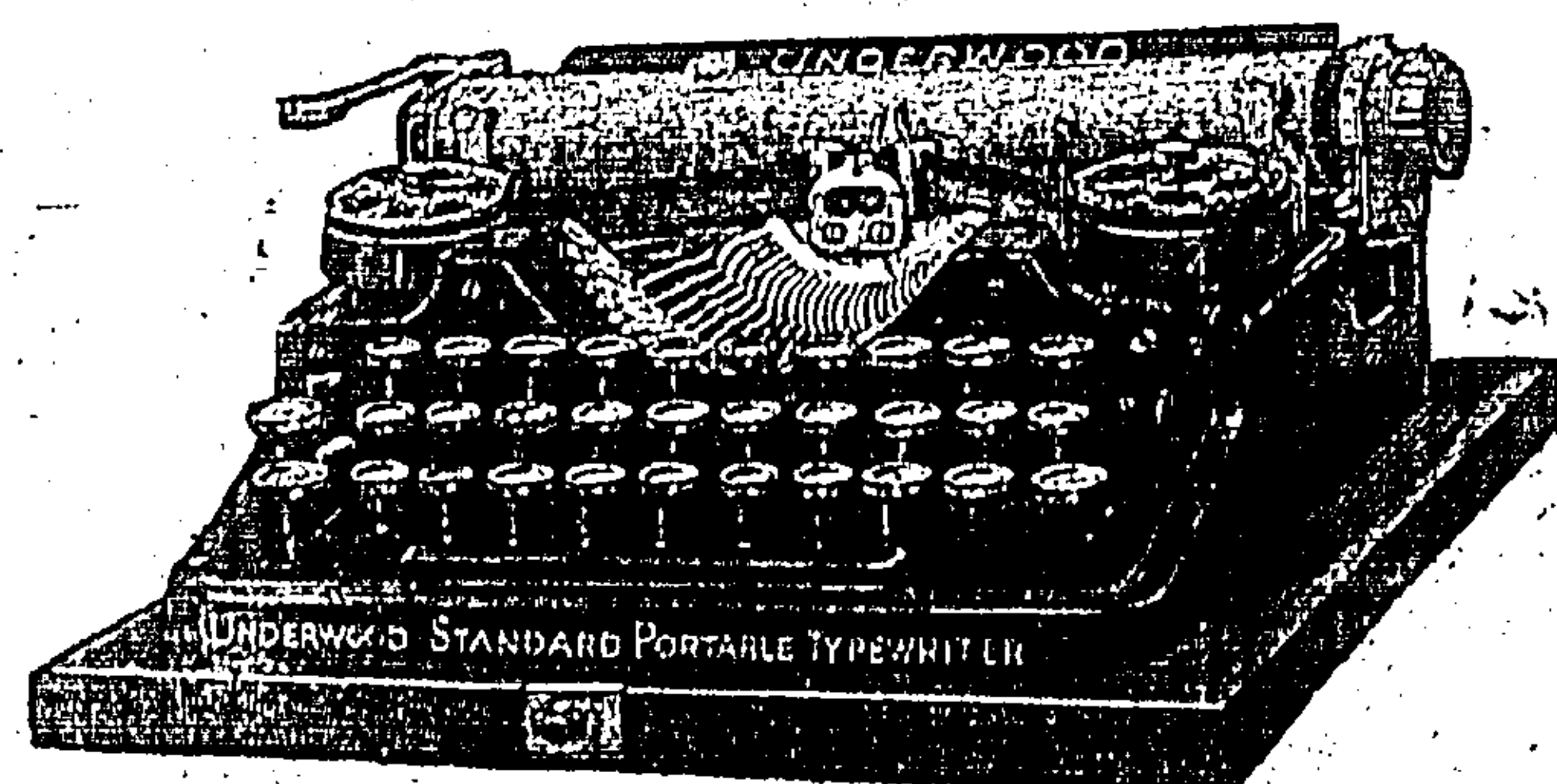
About three miles back from the railway by a wild, winding, woods road, is hidden a delightful resort for those who enjoy a half-home, half-country club life. The big Highland Farms Inn hangs over a trout lake from which rises a young mountain in the shape of a huge sugar loaf. The broad windows of the living-room-library look right down into the water. Trails with rustic bridges across intervening ravines, invite to rambles. Tennis and mountain climbing are more strenuous joys, while motors and horses are available for driving about the interesting

Camping, canoeing, fishing, hunting, alpine climbing and a fine hotel, the Algonquin, a huge structure facing the sea on three sides. Fine golf courses, that for excellence vie with those of St. Andrews in Scotland; boating and bathing in Passamaquoddy Bay, tennis and bowling on the green; motoring or driving to many interesting points over fine roads that often run for miles through deep woods. These are delights that appeal to those who visit St. Andrews summer after summer.

St. Andrews-by-the-Sea is one of the most attractive North Atlantic coast resorts. This town lies the pretty Laurentian country.

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."



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Edwin Clapp & Son
Inc.
SHOE SHOPS.



The St. Francis

Stocked in half sizes
in widths A to E.

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& CO., LTD.
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Alexandra Building, Des Vaux Road.

WE CONFIDENTLY
offer Edwin
Clapp shoes to our
customers because
they represent the
utmost value in shoe
service, comfort and
style. Come in and
let us fit you with one
of the new models

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE C.P.O.)

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DIAMOND MERCHANTS.**

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Ware Watches and Clocks always on hand.

Agents for:

British Admiralty Charts	Health Sextants, Night Glasses etc.
Kelvin Navigational Instruments	Stanley Drawing Instruments
Essa London Telescopes & Binoculars	Watts Theodolites, Levels, &c.

We invite the Public to call and inspect our
stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established 1855

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NOW ON

Our buyers having returned from
purchasing abroad, we are well
stocked with the latest goods of
highest grades. We are offering
them to our customers at remarkable
BARGAIN PRICES
—prices that you only come across
“once in a blue moon.”

YEE SANG FAT CO.

YOUR BATH WILL BE FRAGRANTLY REFRESHING
IF YOU USE—

DUBARRY'S

RENOWNED BATH SALTS, GEL TABLETS and
BATH SOAP

New Stocks just received

THE COLONIAL DISPENSARY

11, Queen's Road, Central.

Tel. Central No. 1877.

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**NOTICE TO THOSE WHOSE MARRIAGE WILL
SHORTLY TAKE PLACE.**

Pictorial records of weddings are highly desirable.
Call on the **MING YUEN STUDIO** (2nd Floor, Pat) and inspect
specimen groups.
Upon receipt of instructions will send expert photographer
to any ceremony or function.

(Official Photographers to the Hongkong Telegraph)

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

— ESTD. 1884 —

METAL GOODS and HARDWARE.

Tel. No. C.1993.

119 Jervois Street.

CAMERA NEWS



PORTUGUESE BASEBALLERS.—The Club de Recreio baseball team.
Left to right:—E. Noreña, A. Xavier, H. Alves, W. Houlhan, G. Osmond, L.
Rechia, A. Gosano, C. Remedios, D. Xavier and C. Pereira (Photo: Ming
Yuen).



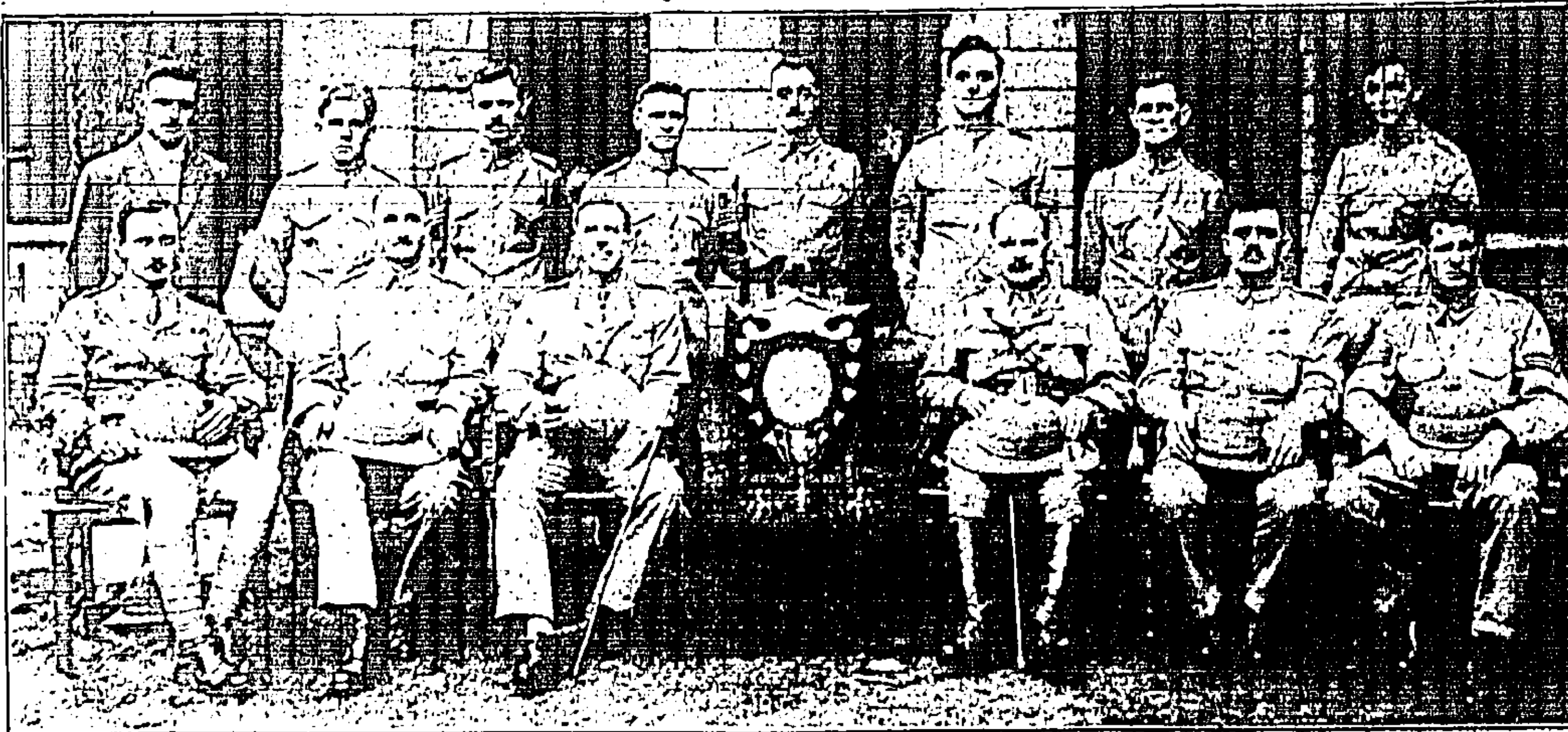
MORE NUPTIALS.—Here is seen the bridal party at the wedding of Mr.
E. J. Beck and Miss Josephine Sullivan. (Photo: Ming Yuen).



PORTUGUESE AVIATORS.—This picture shows officers of the Gremio Militar, Macao, together
with the three Portuguese aviators.



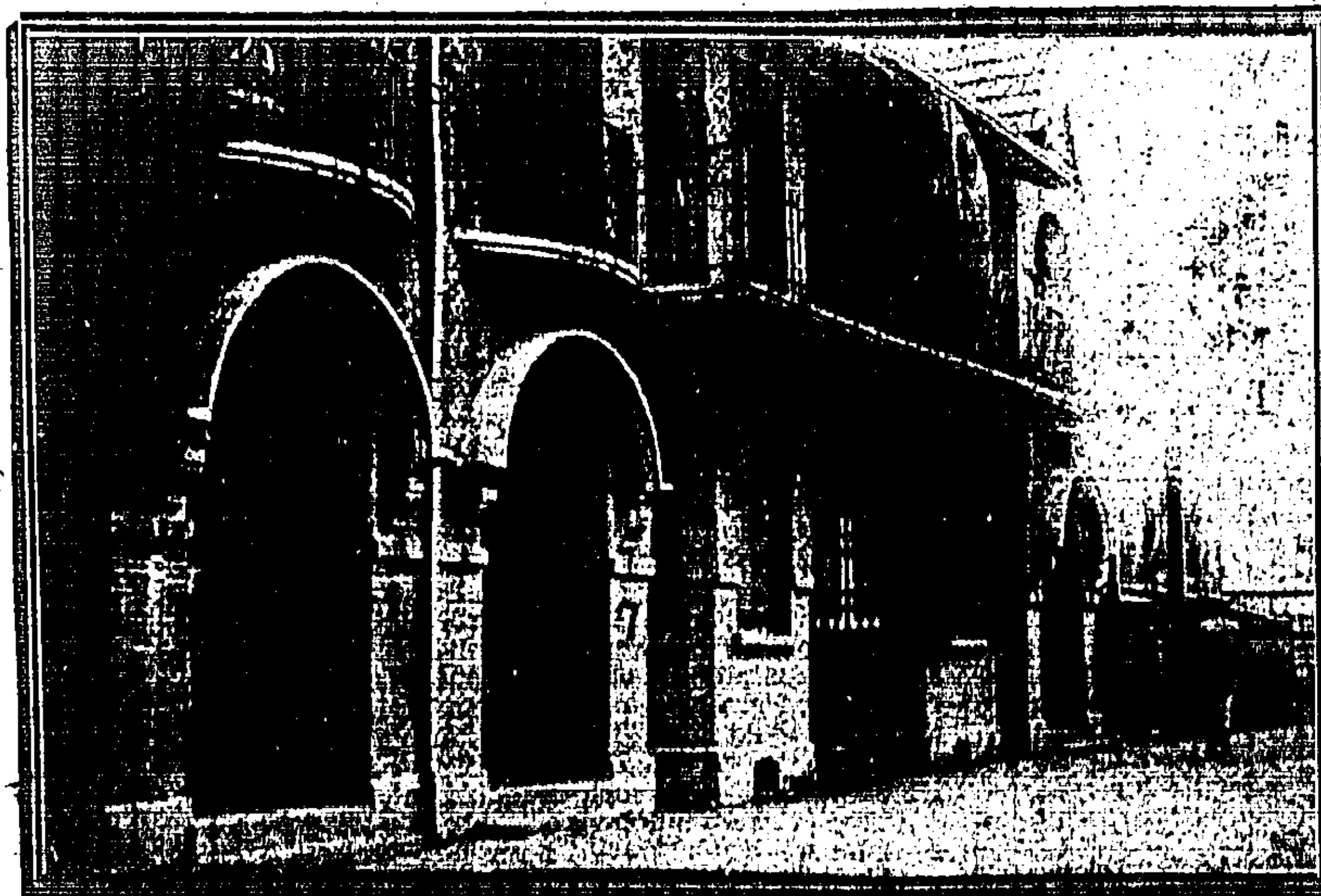
ANOTHER WEDDING.—This picture was taken at the wedding of Mr.
F. J. Wilkinson and Miss Beatrice Davies. (Photo: Mee Cheung).



SPORTING SOLDIERS.—Here is the 40th Co. Royal Engineers, winners of the Small Unit Cricket Cup and the 2nd
Division Hongkong Cricket League Shield. (Photo: A. Hing).



RECENT WEDDING.—Group taken at the
wedding of the Mr. A. M. d'Eca and Miss A. A.
Loureiro. (Photo: Ming Yuen).



CHINESE KU KLUX KLAN.—The headquarters of the Chinese Ku Klux Klan, at 7 East Heng
Ping Road, Shanghai, which were recently raided by the Chinese police. Seven Chinese, two of whom
are American citizens, were detained and taken to the police headquarters, where they were interrogated.
Later, they were all released. Our picture shows the house, No. 7, in the middle of the picture, with
closed shutters.



SHANGHAI'S BEST DOG.—Mr. F. B. Scott's bull terrier dog
Laddie Boy, won first prize in its class and the championship cup as
the best dog in the Shanghai Dog Show.

AN ALPHABET
OF HONGKONG

L IS FOR LADY.

(Late of Shanghai).
Of course, you don't know her:
No more do I.

CORRESPONDENCE.

(To the Editor of the "Hongkong
Telegraph.")

Yau-mat Complants.

Sir, Please permit me to take up some of the valuable space in your columns to bring before the powers-that-be some of the things we are compelled to undergo because we happen to reside in the Yau-mat quarter of the mainland.

Economy compels me, with lots of other persons whose income are not by any means large, to make our homes where the rents are reasonable, even though we must cross the harbour every morn and evening to earn our daily bread, and part with a ten cent piece each for the privilege of a seat on the ferry. But I never for a moment dreamt that because I lived in that part of the Colony I would be subject to a thorough search every time I set my foot on the ferry wharves at Hongkong or Yau-mat or Mongkok. The officers inform me that every one must undergo the same operation and that the object of the search is to prevent the traffic of contraband across the harbour. The intention, I think, is really good but why not carry out the searching in a more systematic manner? Why search

only those that use the Yau-mat and Mongkok ferries and leave those that use other ferries and the people that get off the numerous sampans and launches go off scot free? Surely it is not contended that we are arms runners and opium smugglers because we live in Yau-mat?

I could, I daresay, travel by the Star Ferries and evade the obnoxious searching, but \$5 a month for the privilege of bussing it to and from the ferry cuts a fair hole in my pocket.

I think that unless all persons making use of the ferries in the Colony or landing from any craft whatsoever, are included, the sooner the searchers are taken off the Yau-mat ferry wharves the better.

A practical demonstration of what we suffer every day and night on some of the persons who instigated the searches might give us some peace in the matter.

Until something is done, I would strongly advise those in charge of operations to instruct the searchers to wash their hands when they sweat or after they have just finished searching an earth or coal collier, since I (and I dare say many others) heartily object to finger prints on our clothes, no matter how artistically they may be put on. Yours etc.

A YAU-MAT RESIDENT.
Yau-mat, 11th July, 1924.

SLEEP.

By the Rev. G. R. Lindsay, M. A.

A recent and gifted writer has said that if a man applies for membership in a Christian Church, the minister should ask one pertinent question: "Do you sleep well?" Not that he should be refused if he cannot answer in the affirmative, but that he should certainly be regarded as a weaker brother until he can give the assurance that he sleeps "like a top."

The essential difference between a cannibal and a Christian is that a Christian knows how to go to sleep, and a cannibal does not. James Chalmers, the apostle of New Guinea, who knew savagery first-hand, said that "a savage seldom sleeps well: the state of terror in which he lives is pitiful."

The moral and spiritual significance of sleep cannot be over-estimated. Victor Hugo, in "Les Misérables," illustrates this. He is picturing Jean Valjean in the act of robbing the good Bishop who had admitted him to his house and hospitality. Crouching through the silent and darkened house, the culprit came upon the bed of the sleeping Bishop. "A moonbeam suddenly illuminated the Bishop's face. He was sleeping peacefully, his head thrown back on the pillow in an easy attitude of repose. The entire face was lit up by an expression of satisfaction and benediction. On his forehead was an 'inexpressible light,' for the soul of a just man contemplates Heaven during sleep. The conscience within was at peace with God and the Bishop was peacefully asleep. Jean Valjean was standing with his crowbar in

his hand, motionless and terrified at the old man. He had never seen anything like this before. Church, the minister should ask him: 'Do you sleep well?' The moral world has no greater spectacle than this: a troubled conscience, which is on the point of committing a bad action, contemplating the sleep of a just man."

There is a wonderful verse in the 127th Psalm, which may be translated: "He giveth to His beloved in sleep." He is our God, the God of the just, who plates Heaven during sleep. The conscience within was at peace with God and the Bishop was peacefully asleep. Jean Valjean was standing with his crowbar in

PORTUGUESE FLIERS.

YESTERDAY'S GARDEN PARTY.

There was a very large attendance at the garden party given yesterday afternoon at the Club do Recreio, Kowloon, in honour of the Portuguese aviators. For the occasion, the lawn and Club-house were delightfully decorated with flags and flowers, this work having been discharged by a committee composed of Messrs. J. M. Britto, Fernando Ribeiro and M. Xavier, whilst daintily arranged tables were provided on the lawn, from which the ladies served tea and other refreshments.

On the arrival of the three airmen, who were accompanied by officers from the gunboat Patria, a large string of firecrackers was discharged, to the accompaniment of cheering. Then little Miss Maria d'Eca recited a poem in Portuguese, composed by a member of the local community, and extolling the tenacity and bravery of the airmen.

As a token of the efforts of the aviators, several gifts were presented to them and others for their wives from the Portuguese ladies of Hongkong. Among them were gold match cases, necklaces, cuff links and hand bags. These were presented to the men by Madam Albuquerque e Castro, wife of the Consul General for Portugal, who expressed the following greeting: "In the name of the Portuguese ladies of Hongkong, I beg to hand you a few souvenirs for yourselves and your wives who in Portugal anxiously await your return. In the name of the Portuguese ladies I greet you back."

Thinking the ladies in the name of himself and fellow aviators, Major Pires said: "We are overcome by the welcome we have received in Hongkong and the reception you have given us could not be equalled. The intrinsic value of your gifts is not the greatest. What we have done is not worthy of the gifts, and all that we will do could still not make us worthy of them. There are many things which can unite people but the greatest of these is gratitude. In Portugal we do not know the Portuguese of the East and think that no truer hearts can beat than those in the home land, but when we came here we saw that the East had the same feelings. The gift will always remind us of your unending kindness to us while in Hongkong."

Later, dancing was enjoyed, music being supplied by the combined bands of the Lyric Dance Orchestra (under Mr. V. L. dos Remedios) and the Boys' Own Club (under Mr. MacDougall). The event was a great success.

To-night, a ball is being given at the Club Lusitano in honour of the aviators, who leave on Monday for Home via America.

SHARE MARKET.

LONDON QUOTATIONS.

Messrs. G. P. and H. A. Lammet advise us that they are in receipt of the following cabled quotations from their London Agents this morning:

Shell Transport. 79 6 buyers; 82 7 sellers (ex div.)
Mexican Eagles. 13 7 1/2 buyers; 14 9 sellers.
Chinese Engineering. 70 9 buyers.

Anglo-Persians. 61 1/2 buyers; 64 6 sellers.

SHANGHAI QUOTATIONS.

Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office:—

Langkats (comb.)—Tls. 19 sellers.
Kwong. Tls. 102 1/2 buyers.
Shanghai Docks. Tls. 104 buyers.

New Engineering. Tls. 6 1/2 buyers.
Orientals. Tls. 3 3/4 buyers.
Shanghai Cotton. Tls. 55 buyers.

PHYSIQUE OF ARMY RECRUITS.

Mr. Walsh, Secretary for War, replying in the House of Commons to a question asked by Mr. Thurtle, said that in the year 1921-22 the percentage of recruits rejected for physical reasons was 56 per cent. The higher percentage for the year 1912-13 was 27 per cent. The higher percentage of rejection in the later year was no doubt the effect of war conditions upon the physique of the population, but he was glad to say that the quality of the recruits now coming forward was steadily improving.

DAIRY FARM NEWS.

When in doubt about your next meal try

OUR

COOKED MEATS

AND

TABLE DAINTIES

These are made from the finest quality Meats
Under Strict European Supervision

QUALITY, VALUE, SERVICE.

The DAIRY FARM,
Ice & Cold Storage Co., Ltd.

You owe it to your children and
to yourself to take them to see

MARK TWAIN'S

Immortal Historical Romance

"THE PRINCE AND THE PAUPER"

Monday at

THE CORONET

"DADDIES"

Is the story of a bachelor club whose members thought they could pay their debt posterity to by adopting war orphans. The adoption was an easy matter but they soon found that wasn't the half of it. And it wasn't long before "the hand that rocks the cradle" was rocking the bachelor club. The rocking process continues with side-splitting mirth until each and every member is shaken out into the lap of matrimony. It is the screen version of David Belasco's famous stage play, featuring

MAE MARSH & HARRY MYERS
and is now showing for the last time.

SUNDAY

"RIDERS UP"

A sensational screen version from the famous Gerald Beaumont Red Book Magazine stories of the race track.

A true to the life photoplay right from Tia Juana, the great racing mecca of America.

Featuring

CRIEHTON HALE and ETHEL SHANNON.

WORLD THEATRE.

KEEP YOUR CHEST UP!

"Pretty chesty," said Mr. Mann of Hongkong, quite admirably, as he eyed his junior clerk.

The clerk, stripped of his coat and displaying a gaily striped silk shirt, displayed also what appeared to be a perfect 45 chest.

But you never can tell.

Many a man with a good looking chest can't expand it more than half an inch to save his neck. With a 45 chest the clerk should be able to show a 49 under expansion.

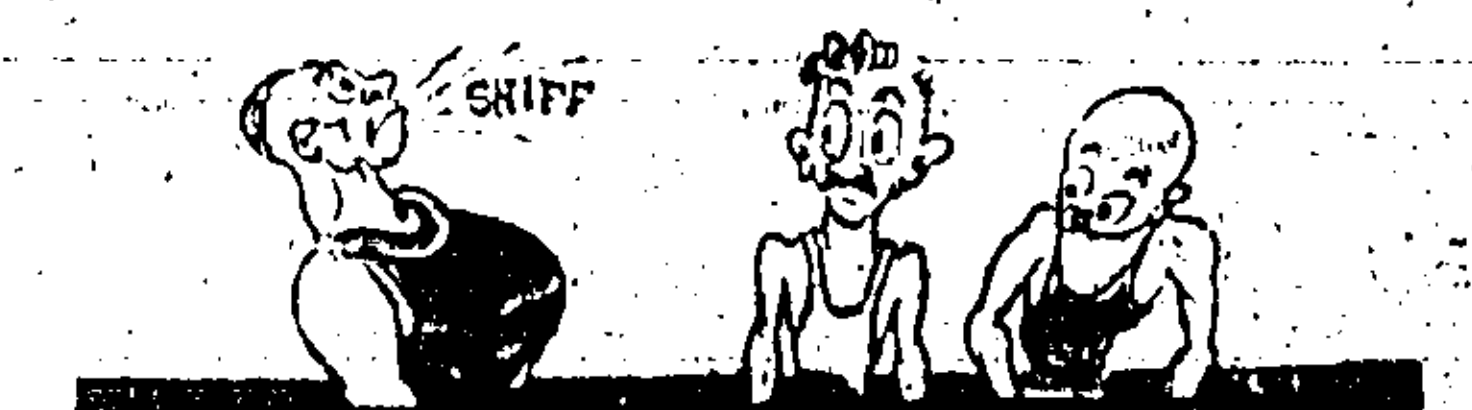
The average person should have a chest expansion equal to 10 per cent. of its minimum girth.

Any person can easily figure it out. Just take a tape measure, contract the chest and put the tape just below the breast. If, for instance, the measurement is 38, the measure should show 41 when expanded.

If it doesn't, BEGIN CHEST DEVELOPMENT EXERCISES. Take such exercises, anyhow.

Any of half a hundred breathing exercises are good. And breathing exercises should be taken for the good of the abdomen and diaphragm and circulation generally.

Don't let it get like the old chest in the garret, dirt clogged and in decay: KEEP YOUR CHEST UP!



Powell
12, Des Vaux Road

WASHING MATERIALS

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TENNIS FROCKS

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BATHING PARTIES

EPONGE FRANCAISE--

40 Wide in many
attractive colourings

MOROCCO CREPE

42 Wide in a Choice
Range of Shades

COTTON VOILES--ZEPHYRS Etc.

Priced for \$1.00 per yard.

EXSHAW'S

NO. 1 BRANDY

THE BOTTLE IS WIRED ALL ROUND
—IT IS WORTH IT

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15, Queen's Road, Central. Telephone 75 Central.



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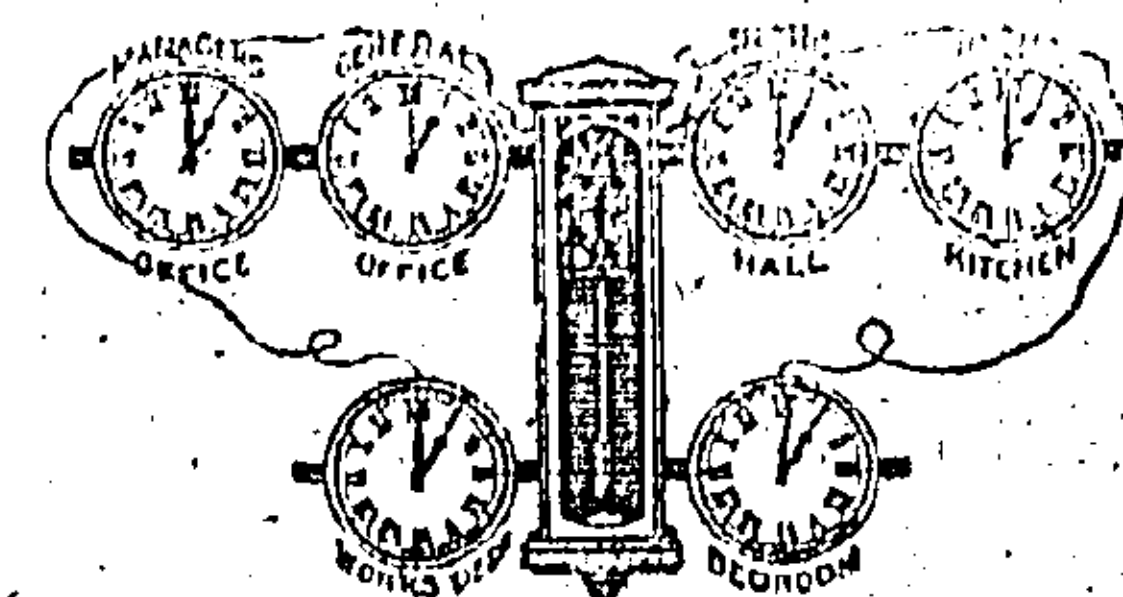
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Mitsui Bussan Kaisha, Ltd.

HONGKONG.

ARE YOU SATISFIED

with your independent key-wound clocks, no two of which
keep the same time?



Would not accuracy and absolute uniformity of time
throughout your premises be a great convenience and a
source of economy?

THE SYNCHRONOME SYSTEM

OF ELECTRICAL IMPULSE CLOCKS

guarantees correct time to within half a minute in six months

SHEWAN TOMES & CO.

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WILL

"BUZZ OFF"

IF YOU APPLY

WATSON'S

MOSCATINE



The One With
Victrola 50
Is Father

—for father knows that no picnic is complete without it. Keeps the children occupied running it, while the grown folks dance, or lie back and enjoy the music.

Get one of these "portable Victrolas" for that next outing. Holds six records, too!

S. Moutrie & Co., Ltd.

VICTOR DISTRIBUTORS.

Insurance Protects Property but is
Powerless to Protect Priceless Records.



THIS FIREPROOF YORK SAFE
DROPPED 5 STORIES.

Subjected to terrific heat, deluged with tons of
debris and water—Contents intact when opened.

The unsinkable assets of your business—your accounts receivable, customers' sales records, etc., constitute the most valuable part of your business, upon which your success depends. It is in when confronted with the smoldering embers after the fire is out that you realize how important it is to protect priceless records. What have you done to provide protection for these valuable assets against destruction by fire?

Invest in one of our Fireproof

York Safes

and insure protection. We have yet to encounter one instance where a YORK Fireproof Safe failed to protect and preserve its contents.

Sole Agents:

LANE, CRAWFORD LTD.

The New Remington Portable Typewriter

A marvel of compactness

Fits in a case 4" high

Has Standard Keyboard

No shifting for figures.

MUSTARD & CO.

17, Connaught Road, Central,
Tel. C. 1180.

The Telegraph.

HONGKONG, 12th July, 1924.

THOSE COMMUNISTS.

We are inclined to be amused rather than frightened at the news which yesterday came through from Riga to the effect that the Colonial Commission of the Congress of the Communist International has decided to open at Hongkong a special Action Committee, whose chief business, apparently, will be to guide the Communist movement in Indo-China, and Australia. This organisation, we are told, is to keep in touch with the Eastern Action Committee at Vladivostok. For the Bolsheviks to decide this matter is one thing; to carry it out, quite another. To parody a well-known saying, the Communist proposes, but Britain disposes. In other words, these Communist agitators may have the desire to establish an office here, but we imagine that they will find the door shut to them.

It has long since been made clear to the Bolsheviks that if they are to enter into full relationship with Britain, they will have to agree not to carry on any political propaganda in British territory. Hongkong happens to be part of the British Empire; it therefore follows that firm steps will be taken to prevent these Communists from setting up anything in the nature of an Action Committee in this Colony. To be quite frank about it, we want no Bolshevik propagandists here, and what is more, we do not intend to have them. Things would indeed reach a pretty pass were the authorities to tolerate the presence in Hongkong of Russian "Reds" whose sole business it would be to direct the Communist movement in Australia and Indo-China. The idea is unthinkable, and the sooner these folk got the notion out of their head, the better will it be for them.

Hongkong has no room for plotters of this type, and we are wondering by what process of reason they imagined they could set themselves up here. It would almost seem as if the Bolsheviks are inherently incapable of dropping their pernicious propaganda; they simply will not leave other people alone. As we know, they have great hopes of spreading their harmful doctrines in Asia, and are prepared to expend a deal of money and energy in the effort. What they do elsewhere

does not greatly concern us, although we have an idea that they are far too active within fairly close reach of this Colony. But Hongkong will have none of them. So there is really no cause for alarm at this report from Riga. For better will it be to treat it all as a joke, meanwhile resting quite assured that our officials will be on the quite sure to see that none of these agitators secure an abiding-place in the Colony.

Trick Cycling.

The prosecution of youthful cyclists who have a misguided idea of the uses of our main thoroughfares has come none too soon, and the penalties inflicted yesterday should be a lesson to others who have not yet been proceeded against. This trick cycling along Nathan Road is a danger to everybody, and the reckless riding of older persons should also come within the long arm of the law. We are informed of a case which occurred in Nathan Road only yesterday evening, when a musically-inclined youth was observed cycling with his hands off the handlebars and strumming a guitar as he proceeded. It might be very romantic, but it is dangerous, and persons who indulge in such foolish methods of "showing off" merit scant sympathy if they meet with a painful accident. Fortunately, the Chinese who used to career along the main roads of the Colony on hired bicycles, which they could hardly ride, are less in evidence now. We know of a case which occurred many years ago in which a man dashed into a group of children and amahs, and so severely injured the eye of a small girl that she lost the sight of it a few days later. And motor cyclists might note that they have even less right to play the fool on the road. Not long ago we observed a youth who passed a motor-car in the New Territories, riding a motor-cyclo at high speed, with his arms folded. He might have hit the car and caused a nasty smash-up and injury to several persons. People like that deserve to be killed.

Brazilian Unrest.

It is a pity to observe the biggest state in the South American group, in a condition of unrest which is reflected in sanguinary conflicts at Sao Paulo. One has grown to regard the more responsible states, like Argentina and Brazil, as immune to these uprisings, which seem such a usual affair with the smaller governments in South and Central America, and Mexico in particular. Of late years the outside world has come to regard the bigger states as places where European emigrants can settle with a reasonable expectation of security to life and property, and the population has gradually been added to by industrious elements, to the great advantage of the country. With a disciplined army and navy, Brazil was able to form an ally of some account in the late war, and everything pointed to the vastly increased political and material strength of these South American countries in time to come. Britain has formed a valuable entente with the Brazilian Government, which has proved a material gain to commerce on both sides, and British investors are more and more turning in that direction. Security from revolts, periodic revolutions has attracted capital and immigration, and it would be a sad loss of prestige and confidence were the country to prove itself no better than the traditional state of some fifty years ago.

KILLED BY
BANDITS.NEPHEW OF LORD
JELICOE.

Mexico City, July 11. Bandits at Portero Dellano, Vera Cruz, have shot dead Mr. Herbert Verker, an employee of the Eagle Oil Company, because he refused to hand over money. It appears Mr. Verker insisted on remaining at Portero after the withdrawal of the military garrison. He has twice previously been captured by bandits, but released, despite non-payment of ransom. Mr. Verker is a nephew of Admiral Lord Jellicoe.

DAY BY DAY.

ANGER MANAGES EVERYTHING
BADLY.—*Stadius.*

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions be held on Monday, 21st July.

The King's Exequatur empowering Dr. Erwin Remy to act as German Consul for Hongkong has received His Majesty's signature.

A derelict junk lying awash twelve miles South and 65 miles East of Chiklwa, was sighted by the s.s. Karmala on Wednesday afternoon.

Tenders are being invited for the erection of the superstructure of the new Fire Station on existing foundations and steel framework.

The Naval Armament Supply Officer, intimates that some unserviceable cordite will probably be burnt at the Stonecutter's rifle range on Tuesday, the 15th.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to recognise Monsieur Y. L. N. du Courthial as Consul for France in Hongkong.

It is notified that, at the expiration of three months, the Engineering and Industrial Company, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

Owing to the electro being spoiled whilst in the hands of the makers, we are unable to publish in to-day's issue the photograph taken at the wedding of Mr. F. R. Smyth and Miss Gibbons. It will appear next Saturday.

In the *Gazette of India* of June 3rd it is notified that His Excellency the Viceroy has conferred the title of Sarfaraz Khan on Inspector Mohinder Singh, of the Hongkong Police, and the title of Khan Sahib on Inspector Nawab Khan, of the Hongkong Police. Both these are conferred as personal distinctions.

An unemployed Malay appeared before Mr. E. W. Hamilton at the Kowloon Magistracy this morning on a charge of stowing away on the Kaishu Maru from Singapore. Defendant, pleading guilty, said he went alongside the ship in a sampun and when he got on board, the sampun went away. It was stated by the police that he was found concealed in the reserve-coal bunker. He was sent to gaol for a month.

At the Marine Court, this morning, four masters of fishing junks were charged with using bright lights for fishing in the Central Fairway, a prohibited area. It was stated that defendants put wire containers over the sides of their boats, these being filled with wood, oil poured on them through two sprays and then lighted. This produced a big flare. There were several steamers in the vicinity. The Harbour Master, imposing a fine of \$5 in each case, said that the flares constituted a danger to navigation.

ROYAL VISIT.

London, July 11.

The Queen of Spain visited the Hongkong section at Wembley this afternoon.—*Reuter.*

"MISHIMA MARU."

FOR THE AUSTRALIAN RUN.

The local office of the N.Y.K. has been advised from the Head Office, Tokyo, that the s.s. Aki Maru, which had been running for a number of years past on the Australian Line will be replaced on her arrival in Japan from Australia by the s.s. Mishima Maru (8,000 tons gross), formerly belonging to the European Line and quite recently running as an auxiliary steamer between Japan and Australia and from Japan to Seattle.

The s.s. Mishima Maru will commence service on the Company's regular Australian line, leaving Yokohama on August 1st and Hongkong on August 13th, for regular Australian ports as per schedule originally framed for the s.s. Aki Maru. It is needless to say that passengers using this steamer will be assured of every travel comfort on board.

Bulls and Inners

□ □ From the Offices Butt. □ □

There's still a slump in the O.B.I. market.

With regard to the quietening of parrots, a good way would be ask for the loan of the bird, returning it three days later—stuffed.

There is no truth in the story that it is the intention of the Committee of Management of Kowloon Union Church, to invite Sir Harry Lander to be present at the dedication of their new building.

From the *S. C. M. Post*:—Young Lady, with good knowledge of figures, desires position. Of course it all depends on what sort.

"What a dear un-Austrian little thing," remarked a local dame after a ride in the latest runabout.

"The world is crying out for music," says one of Britain's leading singers. Kowloon can spare some.

Somebody is advertising a vacant room with "H. and C. phone." Our phone is usually at boiling point.

We hear of a Hongkong man who never cusses dull razor-blades. He doesn't deserve to have whiskers.

Ten cents in the collection plate on Sundays won't buy much in the way of a golden harp.

New definition.—A benedict is a man who finds he's been hugging a delusion.

The world's greatest need is motor cars that are afraid of pedestrians.

"Johnny Walker in My Dad," said a recent local film advert. One long reel, we suppose.

There were a thousand women attending the U. S. Democratic Convention. That explained the deadlock.

We've come to the conclusion that the only time a pedestrian is safe is when he's riding.

Motor Note: For Cutting corners, motor cyclists are liable to a fine of \$10.

We hear that the Government intends fixing a brass foot rail around Statue Square, in order that future band concerts may be enjoyed.

The habitus of the Club should feel more at home than.

The "coolie" whose head came into contact with the headlamp of a motor-car last week, is convinced that it was the silence that struck him!

We reckon that the man who gets elected President of the United States after all the paws, wows, conventions, sessions, how-d'you-do's, nominations etc., jolly well deserves it.

There's a town in Ohio called Tiffin. Suppose that's the place where the "cats" come from.

From the way these Finns are breaking Olympic records, they're evidently not finished yet.

Hongkong is really getting on the map. Besides the one so well-known as an appanage of Kowloon, there's another at Wembley, and now we're told there's a third in the States.

But there's only one where the cost of living appears to be based on the idea that all its inhabitants are millionaires.

A contemporary has discovered a typhoon disaster at Naha. Ha! ha!

Kowloon Band. But only super-Peakites would really ban it, even in this weather!

A ricksha is good enough for people who don't have to indulge in motor-car bluff.

"Citizens are robbed at many of these church bazaars," says a certain member of the Kowloon Klu Klux Klan.

Now that washing in the sea has again become popular we can easily see what the girls had up their sleeves last winter.

If we would bomb parrots, what ought we not to do to those trying to sell streamers?

Several husbands were not so sympathetic as they might have been after reading of the woman who got hit on the head with a rock—dislodged by a blasting the dedication of their new charge.

If a man misses twice going to Castle Peak, either his wife has found him out or the garage is busy performing an operation on his bank balance.

The best way to make a friend is to tell him after the third beer that he works too hard.

According to latest U. S. divorce statistics, a fool and his honey are soon parted.

The only folk who seem to keep right on the job these days are the mosquitoes.

Just when it looked as if piracy and murder had stopped, folk began speaking about the humidity.

It's only hotel bar-keepers who look at the thermometer and chuckle.

The way some of our radio sounds in summer you can't tell it from the cook frying fish bottomsides.

Some folk in the public eye are worse than cinders.

A glass in the hand is worth two on the shelf.

Despite these up-to-the-minute costumes there is still some considerable difficulty in finding a bathing beauty anything like one of these magazine covers.

A Londoner owns up to his wife having 21 children. This puts these round-the-world flying dare-devils in second place.

A baby and a motorcar cost about the same.

But ago increases the value of one and decreases the value of the other.

From what we see, bathers are in good form these days.

Health Note: When a girl's eyes get dreamy they need looking into.

No wonder our roads are beautiful. They are continually being scoured.

You cannot afford to eat a heavy tiffin these days unless you happen to be a taipan.

The *Daily Bulletin* tells us that when certain democrats arrived in New York "they were very half-a-wake." Almost three-quarters, in fact.

Woman is more and more taking a back seat—in a motor car.

A Northern contemporary reports a shortage of doctors. Hongkong medics report a shortage of patients.

The Shanghai crime wave has just about reached high tide.

Some folk treat *entente cordiale* as if the bottle was empty.

Some of these world High Celebrations are equally arduous.

Our compliments to the Post, together with the remark that mostly every time a man is struck by lightning it is a striking case.

If these outrages continue in Shanghai, Hongkong folk will soon be tempted to go there and see the real thing instead of going to the pictures.

We are informed that the disposal of a parrot will figure among other items on the agenda of the forth coming meeting of the Kowloon Klu Klux Klan.

The other morning the *Post* had a leader on the Lifebelt Cantonary. It looks as if it was a bit stormy the night before.

SERVICE TO NEW YORK. NEW YORK and or BOSTON via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC. ADMIRAL ORIENTAL LINE. AGENTS

1, Des Vaux Rd. C. H.K. & S'hai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478

ITALIT

ASBESTOS ROOFING SHEETS.

ENSURES.

- Rapid, Durable, Weather-proof and safe construction.
- Economical and low initial cost and the elimination of breakage, maintenance and painting.
- Prevention of the spread of fire.

Double Strength.

Safe Load 420 lb. Concentrated at normal centres.

ITALIT is approved by the Board of Scientific Research.

Stock carried by SHEWAN TOMES & CO. HONGKONG.

Sole Agents.
Apply Import Department. Tel. C. 781.
St. George's Buildings.

New English Records

DORA LABBETTE

- Soprano With Piano**
- D1475** EARLY ONE MORNING (Old English Air)
NYMPHS AND SHEPHERDS ("The Libertine")
- MELVILLE GIDEON of the "Co-optimists"**
- 3405** I NEVER REALISED (Melville Gideon, Baritone, with Violin, Cello & Piano)
LONDON TOWN (YOU HAUNT ME)
- 3407** SPARE A LITTLE LOVE (Melville Gideon, Entertainer at the Piano)
ALOUETTE (THE SKYLARK)
- Airs from "THE GONDOLIERS"**
- 3417** GONDOLIERS; (Gilbert & Sullivan)
Kind Sir, You Cannot Have the Heart Violet Essex Soprano
On the Day When I was Wedded Carrie Harwin, Contralto

NEWP-ROCESS NO SCATCH.

ANDERSON'S

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1118. 25, WING WOO ST
Central.

GIANT AIR LINERS.

Steel Craft of Unique Design.

Far in advance of anything produced hitherto, not only in size and speed, but in weight-carrying also two giant British airships now to be built will inaugurate a new era in this field of air development, says the aeronautical correspondent of a Home paper.

Their hull frameworks, housing a series of gasbags containing 5,000,000 cubic feet of hydrogen, will be of a size permitting the use, for the first time, of wonderful hollow girders built up of strips of specially tempered steel. These girders, corrugated according to a recently developed process, will combine strength with lightness in a manner never attained before.

When complete the new structures will, in fact, be a new engineering triumph. Not only will the steel frames be almost unbelievably light as well as strong, but they will have an endurance never gained hitherto in airship structures.

FEW PENCE A GALLON.
This fact, combined with a use of big, simple motors of a new type, burning oil fuel at only a few pence a gallon, will put quite a new aspect on the cost of airship operation.

Steel airships, with oil-burning motors, will have such a long working life and will run so economically from the view-point of fuel consumed during long flight, that all previous figures will go by the board.

Their vast gas-capacity will give them gross lifting power equal to approximately 150 tons. Of this as much as 75 tons will be available for fuel, crew, passengers, mail and cargo.

One of the most interesting official tests with the new leviathans will be in transporting small "armies" of soldiers by air. It is reckoned that if the airships are stripped internally, and their maximum capacity employed, each will be able to carry 300 soldiers and their equipment.

Given even a small fleet of such airships, ready in case of need, we could transport an air army from one part of the world to another at 80 miles an hour.

THE "STRIKING" THING ABOUT THIS new phase in airship design is that even a machine of 5,000,000 cubic feet gas capacity is looked upon by experts as quite moderate-sized affair. So much, technically, is to be gained by building airships of huge dimensions, that craft are now contemplated which will, in passengers and crew, bear 1,000 people though the air at an average speed of 100 miles an hour.

Domestic representatives, now in London are interested in the scope offered by giant oil-engined airships of steel, in solving the problem of transport for establishing new communities overseas, in rich areas far distant from the nearest rail-head or centre of supply.

Not only passengers, mails, and ordinary cargo, but machinery for mining and other operations could be carried in such airships as are now being dived.

They offer, it is declared, a solution to the great problem of distributing our population more evenly throughout the Empire.

WANTED

Agents to advertise the

NEW ERA STORE

30, Ice House Street.

by selling books of tickets in connection with the New Era Premium Contest.

Interesting and profitable spare time work, agents may earn from \$5.00 to \$20. daily.

Full particulars upon application to—above address.

A WORD

TO

INTENDING PURCHASERS.

BEFORE YOU BUY ASK YOUR FRIENDS WHO OWN

THE

MORRISON PIANOS

THEY WILL TELL YOU OF THEIR FINE TONE. AN INSTRUMENT EVERYBODY LIKES WHEN THEY HEAR IT.

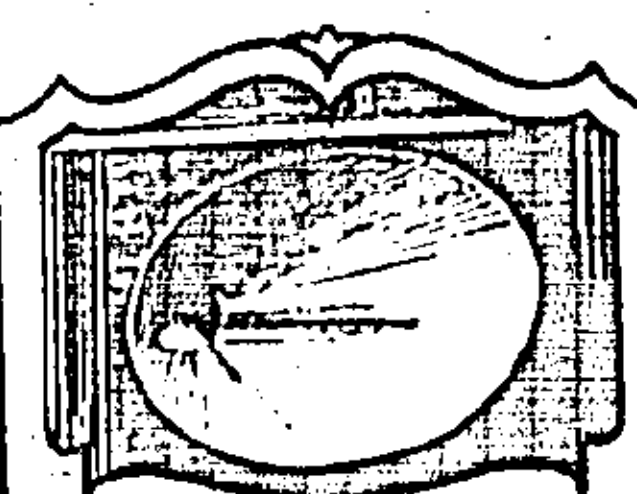
If you really want a GOOD PIANO. Don't say "Not just now." You can have one to-day. We'll install it for you by arranging easy monthly payments.

Let us show you at

TSANG FOOK PIANO CO.

91 a, Wanchai Road.

Telephone No. 2127.



The Brunswick Oval Tone Amplifier or "horn"

One of the reasons why Brunswicks are found in the homes of professional musicians.



THE MOST PERFECT REPRODUCTION YET ACHIEVED.

THE BRUNSWICK STUDIO

17, Ice House Street.

Brunswick



QUALITY, STYLE

AND CHARACTER.

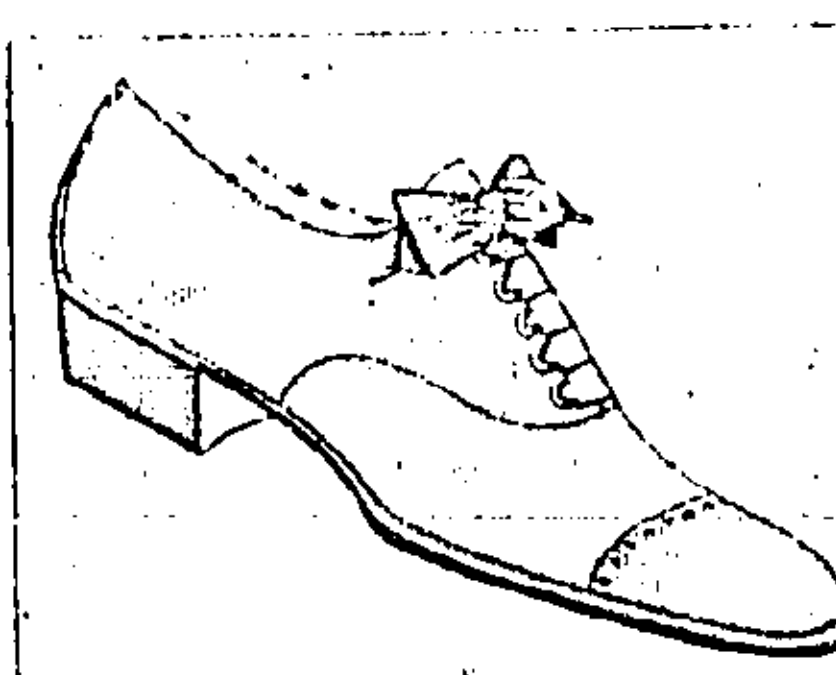
THREE WORDS THAT MAKE
THE DIFFERENCE.

QUALITY, STYLE and CHARACTER—each play their part in making "Bective" FOOTWEAR the very best—care being taken to ensure that individuality is built into every pair produced.

They aim at perfection and are not satisfied until it is attained.

Wm. POWELL Ltd., have secured the Sole Agency and have received a first consignment—the forerunner of large shipments of this High-class English Footwear.

Bective --
-- Quality
DURABILITY



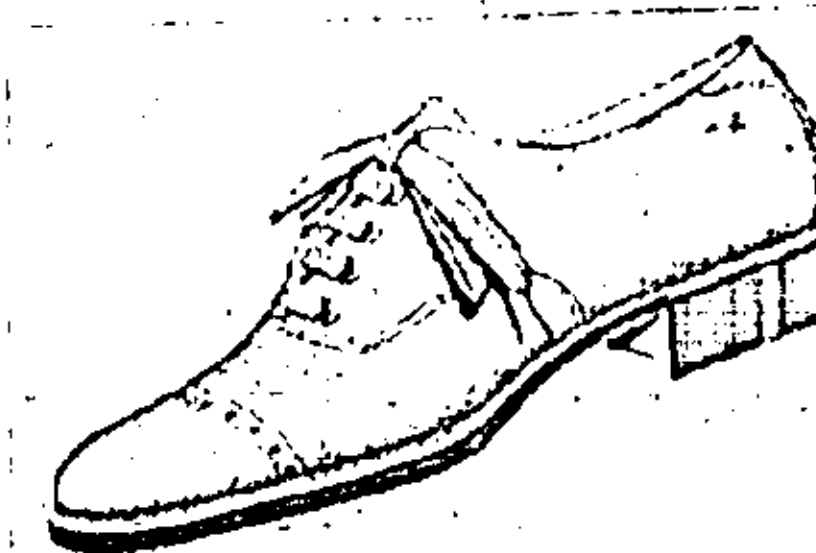
Bective Black Calf Oxford Smart Toe\$18.50

Same in Brown.



Bective Brown Brogue, Medium Sole, Smart Toe\$22.50

Same in Black.



Bective Brown Willow Calf Oxford Full Smart Toe, Medium Sole\$21.50

Same in Black.

We are also Agents for

BLACK and BROWN
BOOTS and SHOES
Price \$16.50

BLACK and BROWN
BROGUES
Price \$19.50 \$23.50

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FOOTWEAR
Made in Scotland.

USE
"KIWI"
SHOE POLISHES

The Polish that keeps the Shoe in its original colour.

Call and let us show our new shipments of Footwear to you, or if preferable, a selection will be sent on approval.

Wm. Powell, Ltd.

Specialists in Footwear.

HONGKONG HOTEL BUILDINGS. PEDDER STREET.

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BOILER MAKERS.

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OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INCHES.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS -
{ \$1.00 for 3 insertions }
\$1.50 if not prepaid
State if Box No. is required

WANTED.

ASSISTANT required for local Store. Young man of British Nationality. Apply giving full particulars to Box No. 1155 c/o "Hongkong Telegraph."

QUALIFIED Chemist, European, open for engagement, local or Outport. Experienced in industry and laboratory. References. Apply to Box No. 1162, c/o "Hongkong Telegraph."

WANTED - Remington Portable Typewriter, second hand, must be in good condition. State price etc. to Box 1163 c/o "Hongkong Telegraph."

EUROPEAN youth seeks work in any capacity. Honest and hard worker, just wants a chance to start. Apply Box 1161 c/o "Hongkong Telegraph."

WANTED. - One flat four to six rooms unfurnished including Kitchen and Servants' quarter. Hongkong side excellent location. Reply stating terms full particulars to P.O. Box 340.

WANTED. - HOUSE OR FLATS WITH ABOUT EIGHT ROOMS FOR THREE OR FOUR FAMILIES APPLY TO JAPANESE CONSULATE GENERAL.

WANTED. - A man of Education and character, 30 or over, can find pleasant and lucrative Employment with British Company of high repute must be willing to work hard and have courage. Good prospect, to right man. Apply in confidence, giving particulars of previous business, experience, to Box 1160 c/o "Hongkong Telegraph."

TO BE LET.

TO LET. - Ellenbush "Villas" Apply E.T.H. Bunje, c/o H.M.H. Nemazee, Prince's Bldg.

TO LET. - No. 22, Des Vaux Road Central, the present P. & O. Building. Possession 1st January next. Apply to Simpson & Co., Hong Lung Street.

TO LET. - Portion of Ground Floor in "St. George's Building" premises at present occupied by Messrs. Hawthorne and Pearson. Immediate occupation. For Particulars Etc. Apply to HONGKONG & TERRACOTTA ESTATES LTD.

TO LET. - New and Airy office rooms on Ground and First Floors, 5, Duddell Street. Can be used as Bank, Commercial or Motor Car Offices. Rent Moderate. Apply Sung Tai, J. Queen Street.

MASSAGE HALL
25 WYNDHAM STREET

MRS. H. MORITA.
MR. H. SUGITA.

NOTICE

If you have come to bargain, you will find our prices the cheapest in the Colony for High Class English Groceries - Superior Quality American Provisions - Famous French Blond Toilet Articles - Cheap Grade German Perfumery - and Soap - Portuguese Special Make Cheese, and World Renowned Olive Oil &c.

J. P. VIEIRA REMEDIOS, & COMPANY,
No. 15, Queen's Road, Central. (1st. Floor.)
General Managers for "Variety Store." Tel. C. 4705.

NOTICE

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

Application for Membership is now invited

Entry Fee H. \$40
Annual Subscription H. \$12

No Annual Subscription will be charged until the Club House Building is completed. Please apply for application forms to

The Secretary,
c/o Pao Hang Bank Ltd.
Macao.

NOTICE.

CONSULATE DE FRANCE
A-HONGKONG.

MONDAY next, 14th. July being the French National Fete, the Consul for France will have the honour to receive at his official residence, 13 Peak Road, between 11.30 a.m. and 1 p.m. the members of the French Community, British Officials, officers and his Foreign Colleagues and friends, who may wish to call on that occasion.

This year there will be no reception in the evening.

The Chancery of the Consulate will be closed all day on the 14th. July.

Hongkong, 11st. July 1924.

NOTICE.

WE beg to give notice that two Leather Trunks labelled Mr. C. W. LOFTUS, Hongkong, passenger ex s.s. "Tanda" which have been lying in storage since the 13th November 1923 will be sold by Public Auction to defray expenses if same are not claimed and all expenses paid before the 31st July 1924.

MAKINNON MACKENZIE & CO.,
Agents,
B.L.S.N. Co., Ltd.
8th July, 1924.

NOTICE.

AS from the 1st. July there will be a permanent taxi stand at the junction of Wong-pei-chung and Leighton Hill Road, Happy Valley. Persons requiring taxis in this locality please ring up 1272.

NOTICE.

THIS Company increases at the rate of over six Million Pounds a month.

Our funds are now well over 500 Million Dollars.

We do the largest Life Assurance business in the British Empire and have agencies all over the world.

Policyholders receive 95 per cent profits.

Prospectus on application.

The Sun Life Assurance Company of Canada.

2nd. Floor, King's Building, Connaught Road, Hongkong.

F.M. WELLER, Manager.

MORTGAGE INVESTMENTS.

MONIES up to \$425,000 are available for investment on first class Mortgage security subject to a trustee valuation.

Apply to Messrs. Deacons, 1 Des Vaux Road Central.



SURVEYING INSTRUMENTS,
MICROSCOPES & THEIR
ACCESSORIES.

Always obtainable from stock held by

CARLOWITZ & CO.

Sole Agents for South China,

BANK OF CHINA BUILDING,

Phone C. 573.

Descriptive and illustrated catalogues, literature and quotations on application.

HONGKONG & SHANGHAI
BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an interim dividend of 13 per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1924, at rate of 2/4-5/8 per dollar.

The dividend will be payable on and after MONDAY the 14th. August, 1924, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be closed from MONDAY the 28th July to SATURDAY the 9th August, 1924, (both days inclusive) during which period no transfer of shares can be registered.

BY ORDER OF THE BOARD OF DIRECTORS,

A. H. BARLOW,

Acting Chief Manager.

Hongkong, 8th July, 1924.

THE HONGKONG CANTON AND
MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND OF ONE DOLLAR per share for the six months ending 30th June 1924, will be PAYABLE on WEDNESDAY 6th. August on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday 24th. July, to Wednesday 6th. August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

JOHN ARNOLD,

Secretary.

Hongkong, 9th. July 1924

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to September, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward Voyages.

By the Company's new, fast, well appointed steamer "Hai-Ning" at the reduced rate of \$80. for the round Voyage, including Meals while the steamer is in port.

These Special Tickets will be available for return only by this steamer either by the Voyage for which it is issued or by her following sailing from Foochow.

Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and dates of sailing Apply to

DOUGLAS LARRAIK & CO.

General Managers,

Douglas Steamship Co., Ltd.

NOTICE OF REMOVAL.

WE have removed our Hongkong Store to our Kowloon Branch, No. 84 Nathan Road.

Customers are kindly requested to communicate for their requirements at our new address where accounts will also be received and paid.

CASSUM AHMED & CO.

Hongkong, 7th. July 1924.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra, Logan, W.

Alves, A. A., Matheson, R. T.

Bagram, J. T., Nissim, A.

Benjamin, V., Perry, I. S.

Birkett, H., Poston, J. R.

Croucher, N. V. A., Potts, Geo. H.

Ellis, F. M., Potts, P. C.

Gould, Joseph, Raymond, E. M.

Gutteros, A. A., Silva, P. M. N. da

Hough, T. F., Smyth, F. R.

Lammort, Geo. A., Tester, P.

Lammort, H. A., Kew, Fred.

By order of the Committee,

A. NISSIM,

Secretary.

THE HONGKONG JOCKEY CLUB.

MEMBERS are hereby notified that the lists for next season's subscription will close on the 31st. July.

CASSUM AHMED & CO.

Hongkong, 7th. July 1924.



BOVO-LACTIN
The Key of Life

A PERFECT INVALID FOOD

These preparations are now being largely prescribed. They contain all the essentials of a diet ideal in acute conditions generally and in post-operative states.

BECAUSE

They are easily digested and assimilated even in the most anæsthetic states.

They possess a high protein and vitamin content.

They are most agreeable to the palate.

They evolve an easily assimilable food for those conditions in which it is necessary to ensure nourishment without bulky residuum.

INVALID BOVO-LACTIN (in powder form)

May be taken as a powder or it may be mixed with equal quantity of Brandy, sherry or Port. It may be given in Milk.

BOVO-LACTIN ESSENCE

For convalescents, growing children, athletes in training etc.

BOVO-LACTIN CHOCOLATE

A perfect food beverage of high biological value.

Supplied by

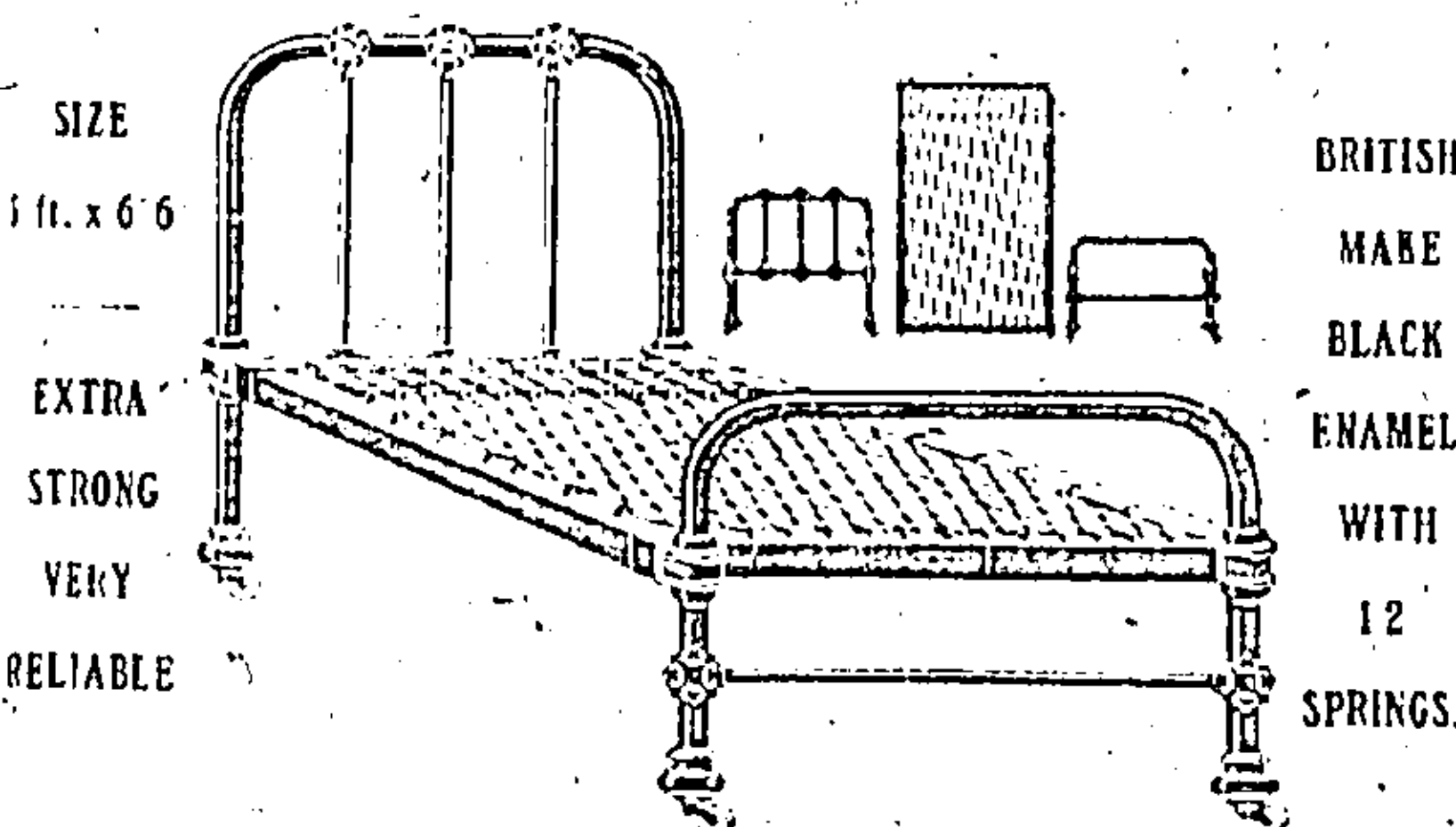
Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary,

Colonial Dispensary, The Pharmacy The China Dispensary, The Kowloon Dispensary.

WHITEAWAY'S

Special Value

THREE PART BEDSTEAD.



THE BEST VALUE ON
THE MARKET

Price \$15.50 each.

MATTRESSES - - - - \$11.50 each

PILLOWS KAPOK - - - \$ 2.95

ALL BEDDING GUARANTEED TO
BE PURE FIRST CLASS FILLING.

Whiteaway, Laidlaw & Co., Ltd.

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Gutteros, A. A., Silva, P. M. N. da

Hough, T. F., Smyth, F. R.

Lammort, Geo. A., Tester, P.

Lammort, H. A., Kew, Fred.

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Secretary.

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CASSUM AHMED & CO.

Hongkong, 7th. July 1924.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:

A. H. Carrol, J. F. Grove

M. A. Razack, V. Yvanovich

J. W. Kow, A. P. Grosvenor

W. J. Carroll, H. H. Estmail

O. Kitchell, Sen Kon Chi

Yip Yung Pak, Harry O. Odell

F. M. L. Soares, H. E. Edwards

By order of the Committee,

J. W. KEW,

Secretary.

We have received

A fine selection of

Real Amber Beads

which are being offered for

sale at moderate prices.

SHERIFF BROS.

17, Queen's Rd. Central.

FORTHCOMING AUCTION SALES.

PARTICULARS AND CONDITIONS OF SALE

of the
STEAMSHIP "KO CHOW"

now lying at Shamshui in the Harbour of Hongkong

to be sold by
PUBLIC AUCTION.

on
Thursday, the 17th July 1924,
at 3 o'clock p.m.
IN ONE LOT

by
Messrs. LAMMERT BROS.,
Auctioneers,

At their Auction Rooms in
Duddell Street.

STEAMSHIP "KO CHOW"

The Ship is a steel sing'o screw British ship registered at Hongkong of 497 tons Gross and of 296 net tons. The ship is fitted with electric light and was built of steel by Kwong Tak Cheong in 1915.

Length 150 feet
Breadth 25 feet
Depth 9 feet 6 inches

The vessel is to be sold with all such life boats, deck stores, engine room stores, equipment and fittings including mattresses, pillows and linen as they are on board the vessel.

For orders to view apply to
Messrs. LAMMERT BROS.,
the Auctioneers.

For further particulars apply to
Messrs. LEE & RUSS,
Solicitors,
6, Des Vaux Road Central,
or to
Messrs. LAMMERT BROS.,
the Auctioneers,
Duddell Street.

A COMMON-SENSE
STOMACH REMEDY.
Instantly Removes Cause
of Trouble.

When food disagrees with you causing pain or even only discomfort, you want something that will give you quick relief. That's just what Bismarck Magnesia does; and it does it instantly. Just take a dose after eating and all the trouble-causing stomach acid will be neutralised before it has time to do any mischief. With the harmful acid rendered impotent your stomach can do its work unaided and in peace. If your stomach is already inflamed, Bismarck Magnesia will soothe it back to health and strength. Try some - you can get Bismarck Magnesia at any reliable chemist's in either powder or tablet form for a small sum - be advised, though, and see the 'BISMARCK' oval sign on the wrapper. You will then be certain of getting the one and only SURE remedy for distressing disorders of the stomach, and vital organs.



The Sign of the Genuine

See it on every Package

Crippled
by Corns?
Use "Gets-It"

The only good corn is a dead corn. A few drops of "Gets-It" will quickly start any corn

or callous on the way to "the happy hunting ground."

"Gets-It" brings instant relief from all pain and burning. One bottle contains enough "Gets-It" to remove a dozen corns, thick or soft, old or new. Costs you nothing to try - but it doesn't fail. Let your druggist tell you why millions demand it. E. C. Lawrence & Co., Ltd., Chicago. Sold in this city by all chemists.

THE NEW METHOD OF THERAPY

THERAPY NO. 1

THERAPY NO. 2

THERAPY NO. 3

THERAPY NO. 4

THERAPY NO. 5

THERAPY NO. 6

THERAPY NO. 7

THERAPY NO. 8

THERAPY NO. 9

THERAPY NO. 10

THERAPY NO. 11

THERAPY NO. 12

THERAPY NO. 13

THERAPY NO. 14

THERAPY NO. 15

THERAPY NO. 16

THERAPY NO. 17

THERAPY NO. 18

THERAPY NO. 19

THERAPY NO. 20

PARTICULARS AND CONDITIONS OF SALE

of a
VALUABLE LEASEHOLD
PROPERTY

situate and being
Rural Building, Lot No. 54 and
Kellett Lodge, No. 130 The Peak

situate there on
to be sold under the instruction of
The Executor of the will of the
Hon. Mr. Arthur Rylands, Lowe,
deceased

by
PUBLIC AUCTION

on
WED., 23rd. day of July 1924
at 3 o'clock p.m.
subject to a Reserve Price

by

**Better
than
good Advice**

A striking local
testimony to the
splendid results
achieved with

**Cow & Gate
Milk Food.**



A Hongkong
"Cow & Gate" Baby
aged 7 months
gains 19½ ozs.
in
14 days.

**Cow & Gate
Milk Food.**

The photograph reproduced below is that of a well-known Hongkong lady's baby. This sturdy and beautiful child, fed entirely on Cow & Gate Milk Food, gained 19½ ozs. in the short space of 14 days—a splendid tribute to the value of Cow & Gate Milk Food. Besides being particularly

adapted for feeding
Babies in a
climate such as
ours, it has un-
equalled body-
building qualities.

Babies

LOVE

it!!

DECK BOY TO COMMANDER.

Sailed to China in 6½ Months.

A romance of the sea—such is the career of Capt. J. H. Willis, who entered the service of the General Steam Navigation Company more than half a century ago as a deck boy, and now holds the post of marine superintendent.

Hale and hearty, with keen, twinkling eyes beneath shaggy eyebrows, and a flowing white beard, he can chat upon any matter, perhaps the sea best of all, and the way in which he dashes about would put many a man of half his years to shame.

"I have seen many changes since I joined the company as a deck boy in 1869," he told me, writes an *Evening News* representative. "I had a short break with the company and came back in 1877 as second officer, after having obtained all my certificates, including that of master, during the time I was in sailing ships."

In 1888 the company opened a new service between Harwich and Hamburg, and I was given the command. Later I became commander of the miniature liner *Peregrine*. Then, in 1898, I was offered and accepted the post of marine superintendent to the company.

"Adventures! It would take too long to tell you about them. There's one, though, on a voyage that happened to be nearly all adventures. We were sailing from London to Shanghai, and were driven ashore in Lombard Straits, in the Eastern Archipelago."

"We managed to get off the coral reef we had found, and the next thing was that we ran into a storm, and were dismasted, struck by lightning, in fact. We had naturally to repair damages at sea and when we did reach Shanghai we had had a voyage of 191 days, the usual time being about 100 days."

HISTORIC MANGO.

Finest Fruit of Indian Empire.

In the course of a lecture on Edible Fruits given at the Indian Museum by Mr. S. N. Bal, the speaker stated that there is practically no dearth of edible fruits in India as is the case with the other tropics and sub-tropics.

It is generally known that people in ancient times practically depended for their nourishment on the fruits which they might find in jungles. Among Hindus there are people known as *Kishias* or *Ascolies* who live almost entirely on uncooked fruits.

There is no doubt that the mango was known to the dwellers of India at a very remote period of history. It is said that the great Mughal Emperor Akbar, who reigned in North India from 1556 to 1605, planted near *Durhanga*, an orchard of a hundred thousand mango trees. Nothing, perhaps, better attests the importance of this fruit and the esteem in which it has long been held than this immense planting, made at a time when large orchards of fruit trees were almost unknown. Three hundred years after they were set out, the English horticulturist, Charles Marris, found some of these trees still in vigorous condition.

The Turkoman poet of Amir Khusrav, whose grass-covered tomb is still venerated at Delhi, wrote in the 14th century:—

"The mango is the pride of the garden."

The choicest fruit of Hindustan. Other fruits we are content to eat when ripe. But mango is good in all stages of growth."

ABOVE PEACHES.
Fryer in 1673 wrote regarding mangoes that "The apples of the Hesperides are but fables to them; for taste, the Nocturno, Peach and Apricot fall short."

In nature the mango is propagated by the seed contained in its fruit. In horticulture the mango is usually propagated by grafting scions of a desirable variety on stocks of some inferior variety. The mango tree growing wild assumes a graceful dome-shaped form with a clean stem of a height ranging from four to ten feet. The grafted mango tree often branches in a ragged manner from the ground level.

The grafted tree begins to bear from its fourth year, producing from ten to fifteen fruits in its first bearing season. This number increases to 50 or 75 in its sixth year and up to 300 to 500 in its tenth year from planting always provided the soil and cultivation be good.—*Ex.*

A LACTOGEN BABY



**START RIGHT
BY GIVING
YOUR BABY**

LACTOGEN
The Natural-Milk Food

FILL IN COUPON BELOW

To:—THE NESTLE MILK CO. P.O. BOX 351, HONGKONG.

Please send me free of all charge, Sample tin, and "Mother Book"

NAME

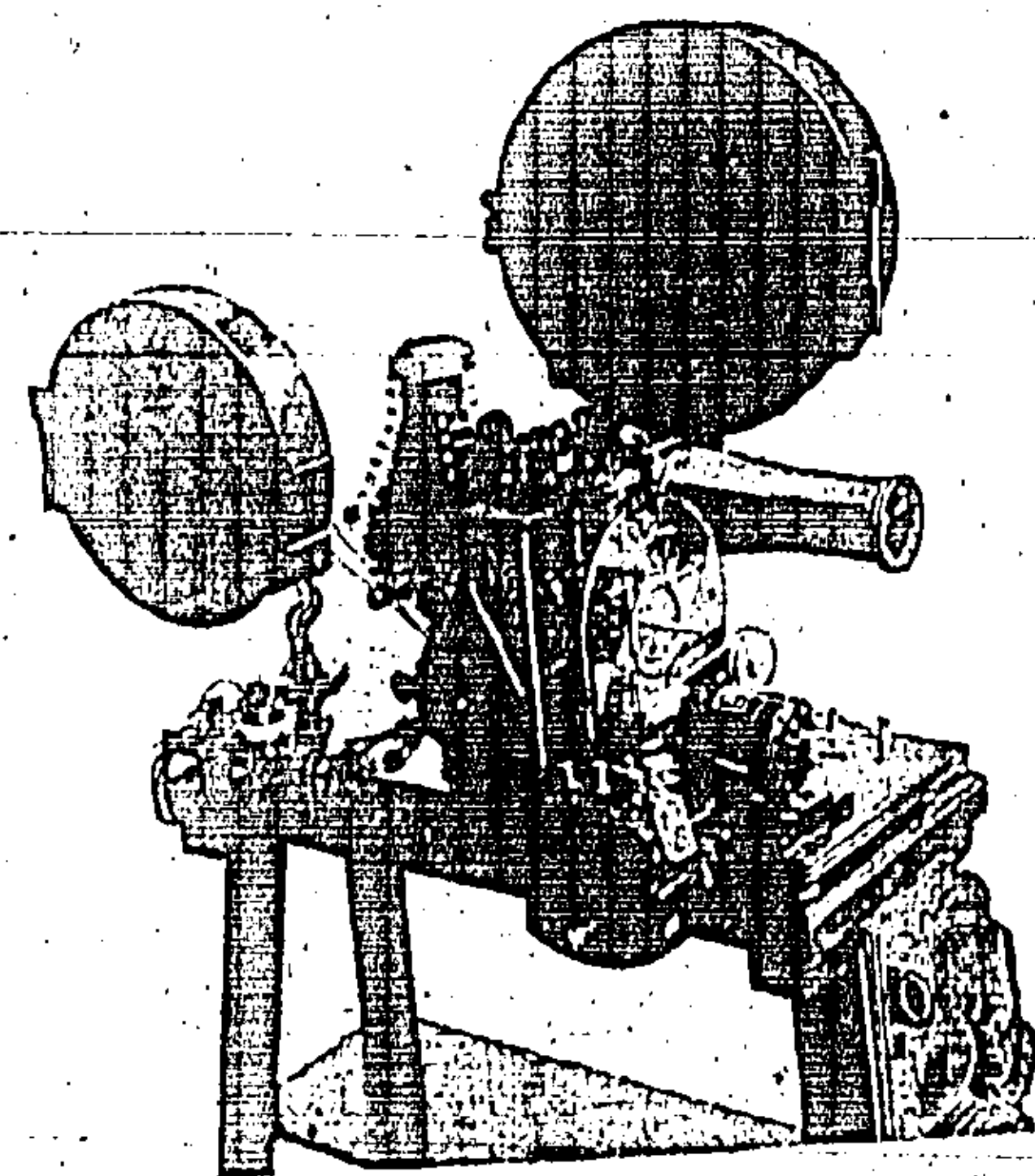
ADDRESS

PATHE-UNIVERSITY.

Projects all standard-sized
films and slides.

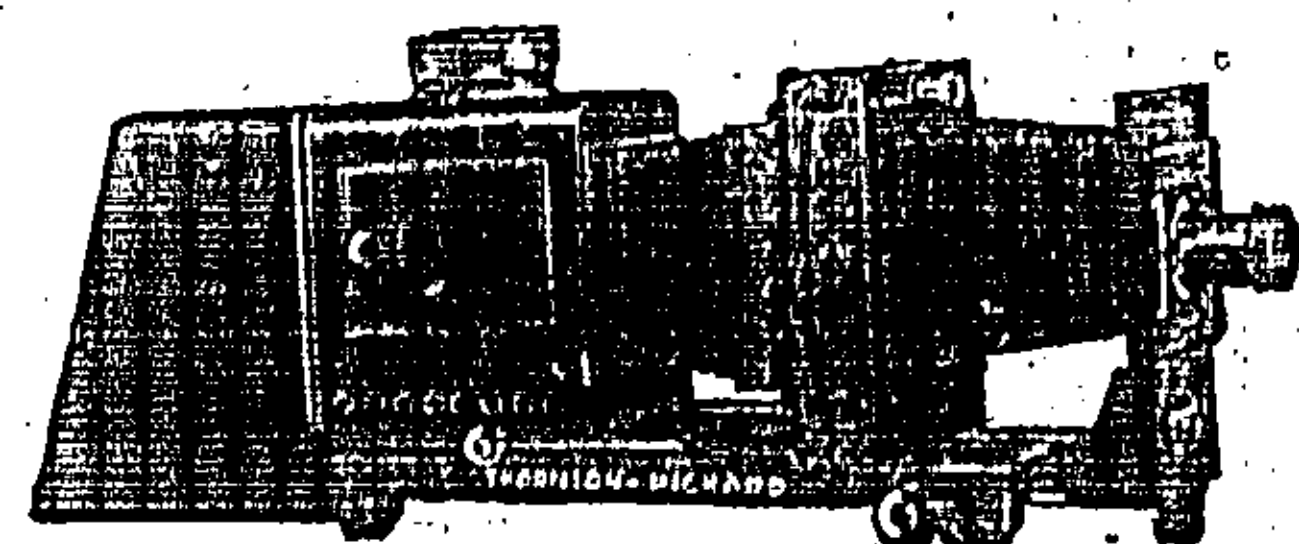
Absolutely
dangerless
owing
to its low
wattage
bulb lamp.

Inquiries
solicited.



Pathe-Orient.

12, Queen's Road, Central, Hongkong.



Half pl. size artist enlarger fitted with Aldis F.77 lens.
Complete \$115.00.

THE KWONG KWUI CO. 60, Queen's Road,
Tel. C.2170.

SKETOCIDE

A pleasant and most efficient Vermicide.
Sprayed about the room and in cupboards trunks,
etc., instantly kills all Mosquitoes, Flies, Moths, Ants,
Silverfish, etc.

Non-staining Non-poisonous.
In Tins.
Pints, \$1.10. Quarts \$1.80. Half Gallons \$3.25. Gallons \$5.80.
Sprayers 70 cts. each.

THE PHARMACY.
Tel. C. 345. 29, Queen's Road, Central, Hongkong Tel. C. 845.

BETS BY HOROSCOPE.

Backing the Stars
Consult the stars and back the win nor! This is the belief of a section of racing men who are using a knowledge of astrology to help them in the task of selecting winners.

These men believe that the position of the planets has more influence on the result of a race than all the work of the handiappers and they would never think of backing a horse unless the zodiacal aspects were favourable to it.

An evil influence acting on the sun or moon may, they think, mean all the difference between

victory and an also ran. When there are several favourites, the actual winner is arrived at by a process of elimination, and several questions may have to be answered. But the real enthusiast will cast a map of the heavens for the time of the race, and base his predictions on that.

The process is interesting. Armed with an ephemeris in which are given the positions of the planets and the zodiacal signs, the inquirer erects a map in which he gets the true position of the stars at the time of the race. Then he calculates the aspects. Ninety degrees is a square, and forty-five a semi-square; both are evil

influences. Sixty degrees is trine, and thirty a sextile; those are the good influences. The object is to see how his own sun and moon are influenced, and also the planet which governed the ascendant at his birth. If the influences are good he can back heavily; if not, he must forego his fancy and play for safety.

A bad aspect from Mars might mean losses, and an unpropitious influence from Saturn or Uranus would certainly spell disaster; but a good aspect of the sun or moon and Jupiter would be most fortunate, and, if there were no other really bad influences to counteract, the speculator could back the rankest outsider, and

find it winning at long odds. Jupiter is the planet which governs wealth, and the sun controls honour and fame. Saturn is always evil, and Uranus not much better. Mars usually means losses, unless exceptionally well influenced by the luminaries.

Some of these amateurs contend that it is possible to cast the horoscope of a horse, provided the date and time of its birth are known, and from the map they will predict what races it will win.

In any case, those men who rely upon astrology to assist them in picking winners claim that they can predict the successful horse with much more frequency than any of the tipsters.—*Ex.*

This advertisement is issued by the British American Tobacco Co. (Limited) Ltd.

SIMPLEX PARTITIONS

FIBROUS PLASTER PARTITIONS & SUSPENDED
CEILINGS FOR OFFICE BUILDING & RESIDENCES

MADE OF

SIMPLEX STEEL STUDDING
FIBROUS GYPSUM BOARD
FIBROUS GYPSUM PLASTER

INTERIOR FIBROUS PLASTER DECORATIONS.
ALL WORK EXECUTED UNDER EUROPEAN
SUPERVISION BY THE—

CHINO AMERICAN INDUSTRIAL DEVELOPING CO., LTD.

China Buildings, 2nd. Floor

Tel. 533 & 3749

NOTICE.

W. S. BAILEY
& CO., LTD.

ENGINEERS & SHIPBUILDERS
KOWLOON.

HARBOUR REPAIRS

Tugs, Barges, Light Draft
and High Speed Vessels and
Motor Craft.

SOLE AGENTS FOR

KELVIN MOTORS

— PHONE —
Works Kowloon 21
Manager Kowloon 638

HARBOUR CALL FLAG L.

STEAM LAUNCH FOR SALE

GREEN ISLAND CEMENT
CO., LTD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SEWELL, TOMES & CO.
General Managers
Hongkong.

MASSAGE

Mr. N. AKAJI
Mrs. E. AKAJI
Graduate of Tokyo massage
School
No. 8 Queen's Rd. C. Phone C.4395



T. NAKAO
Japanese Shoe Export.
TORTOISE SHELL BOXES
and CASES A SPECIALTY.

Astor House Hotel Building,
Queen's Road Central.

MASSAGE HALL

Mrs. S. UZUNOYE,
Expert Masseuse
37, Queen's Road Central,
2nd. Floor.

NOTICE.

METALS

of all kinds especially for
ship-building and engineering
work. Complete stock. Best
terms. Immediate delivery

SINGON & CO.,

Established A. D. 1880

HING LUNG ST.

Phone - Central 516.

By Special arrangement with
the Committee of the Royal
Hongkong Golf Club, we
have been enabled to publish
an excellent book of views of

HONGKONG'S

GOLF COURSES

Call and these at the
MEE CHEUNG
ESTABLISHMENTS

Studio: Ice House Street
1st. Branch: Beaconsfield
Arcade
2nd. Branch: Main Corridor
of Hongkong Hotel.
Official Photographers to the
"Hongkong Telegraph"

Mrs. SEKAI
MASSAGE

Tel. No. 4483, 2nd. floor.
No. 2, Duddell Street, Hongkong.

TINNED FRUITS

AND
ALL KINDS OF
PROVISIONS
OF THE
HIGHEST QUALITY

AND
THE VERY BEST

WINES

AND

SPIRITS

THE

EMPRESS
STORE

Tel. 58, Nathan Road,
Kowloon.

EARLIER TELEGRAMS.

FRENCH STEAMER ROBBED BY PIRATES.

Halifax, July 11.
French Consular authorities are investigating the seizure of half a million dollars worth of liquors from the French owned steamer Mulhouse, by pirates. The Mulhouse, on arrival, reported that she had been held up on the 24th of June and boarded by thirty pirates from New York on a "speed boat." The skipper, M. Ferrone, says that all the officers and crew of the Mulhouse were imprisoned and scantily fed for ten days; meanwhile, the pirates unloaded 38,000 cases of brandy, whiskey, champagne and French wines into eight schooners, five of which were believed to be on the Nova Scotia registry. The Mulhouse and her cargo were fully insured.—*Reuter's American Service.*

PRESIDENTIAL ELECTION.

Chicago, July 11.

The National Farmer-Labour Party will not support Mr. La Follette as the Progressive candidate for the Presidency. The Executive Committee, confronted with the withdrawal of its candidate, Mr. McDonald Bouck, has endorsed the candidacy of Mr. William Z. Foster and Mr. Benjamin Titlow, the two Communists, who are Presidential and Vice-Presidential candidates of the Workers' Party of America.—*Reuter's American Service.*

WOODROW WILSON MEMORIAL.

New York, July 11.

It is announced that the Woodrow Wilson Memorial Fund, which has already reached a million dollars, will be used to establish a college at Valdosta, Georgia, where international relations and other subjects, which most interested the ex-President, will be taught.—*Reuter's American Service.*

Mlle. LENGLEN DROPS OUT.

Paris, July 11.

The doctor has forbidden Mlle. Lenglen to play at the Olympiad.—*Reuter.*

PUT SOME ON.

AN OILY CASE.

At the Kowloon Magistracy yesterday the Lee Sheung-hong and the Ki Wo-tong were the defendants on a charge of exposing to sale or having possession of, with the intention of exposing to sale, certain bottles of faked Po Sum-on oil.

The complainants, the Po Sum-on Oil Company, were represented by Mr. R. A. Wadsworth.

Giving evidence the manager of the local firm of the Po Sum-on Co., said that he had heard from a certain man that oil that was not genuine was being sold. In consequence of that, witness sent his agent to the Ki Wo-tong to buy some of the oil. The agent returned with four bottles of which when examined, two were found to be not genuine. Witness could tell at once that the bottles did not contain his own firm's oil. In the two bottles that were faked there was sediment at the bottom, while his firm's product has no sediment. The colour, taste and smell could also be distinguished. Summons were then taken out against the two defendants and warrants to search their premises were also obtained. Together with a police officer witness went to the defendants' shops and seized all the Po Sum-on oil they had. At the Ki Wo-tong eight bottles were seized, of which three were not genuine. Three hundred and eleven bottles were taken from the other firm; of these, 127 were not genuine.

Witness's folk then said that he went to the Lee Sheung-hong and ordered a quantity of the oil. The small bottles cost \$3.20 a hundred bottles, while the Po Sum-on firm sold it for \$3.50 a hundred.

The first defendant said that the oil all came down from Canton and that he did not know that some of the bottles contained faked oil. He said that at the beginning of June he sent an order through a travelling trader to get a consignment from Canton. He paid five

CHINA AND SOVIET.

NEGOTIATIONS STILL UNCONFIRMED.

Peking, July 11.—Present indication point to the Chinese Government complying shortly with the request of the Soviet for an exchange of ambassadors. M. Karham made the request shortly after the Sino-Russian agreement was concluded, and the Waichingpu replied that this was a new question not covered by the agreement and would require time to settle. Since then the matter has been deliberated and the cabinet may decide it to-morrow.

There has been a temporary lull in Sino-Soviet negotiations and Moscow has not yet ratified the agreement. The French Legation has sent three notes to the Waichingpu concerning the Sino-German agreement, the first dealing with the general principles of the agreement, the second referring to the payment of German funds to China and the third dealing with the handing over of the Deutsche Asiatische Bank in view of the fact that the French bank in Peking holds the mortgage over the German bank buildings.—*Reuter.*

cents a bottle Chinese money, and was, therefore, able to sell it at a lower price than the Po Sum-on firm.

Defendant called the trader, who bought the oil for him from Canton. This man said that he worked on the s.s. Wing On and brought goods down for the defendant. On this occasion he was asked to buy some Po Sum-on oil. Half of the consignment he bought from a foki of the Po Sum-on firm on the steamer at Canton, while the remainder he bought personally from the Company.

The case was then adjourned for the defendant to call one of his foks to give evidence and for him to produce documents.

BASEBALL.

HONGKONG v. FILIPINOS.

A baseball game between the Hongkong and Filipinos has been arranged for this afternoon, commencing at 4.30. The line-up will be as under.—

Hongkong	Filipino
Bradford	Catcher
O'Connor	Pitcher
Harlow	1st Base
Magee	2nd
Wilson	3rd
Shank	Short Stop
Joyner	Left Field
Logan	Right Field
Linne	Centre Field

Substitutes

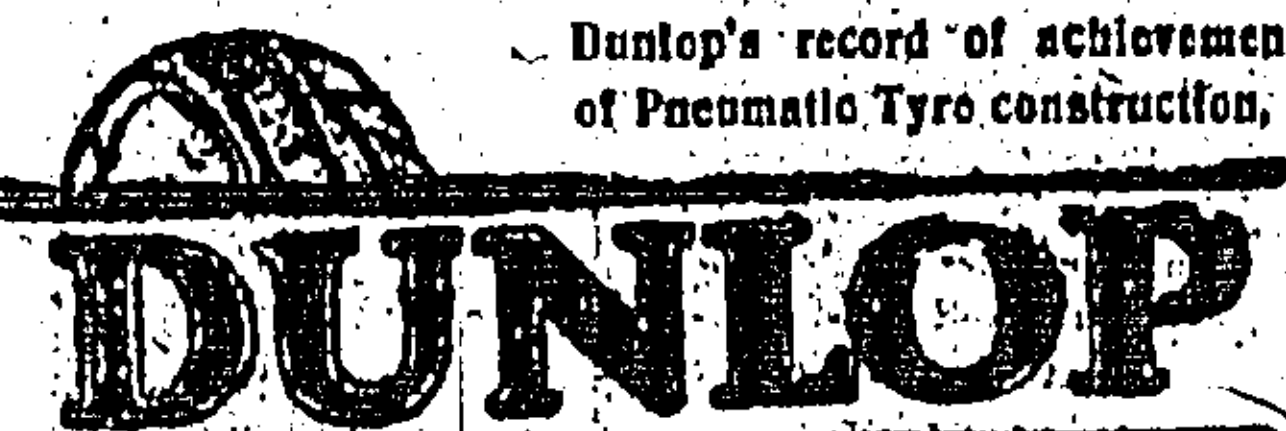
Hongkong	Filipino
Werchul	Centro
Hogan	Dolgado
Finn	

New York, July 11.—Baseball matches played yesterday resulted as follows.—

National League.	American League.
Chicago..... 8	Brooklyn..... 5
Chicago..... 10	Brooklyn..... 8
Pittsburg..... 8	Boston..... 5
Cincinnati..... 2	Philadelphia..... 1
St. Louis..... 6	New York..... 4

COMPRESSED AIR AUTOMOBILE.

In the compressed-air automobile of H. L. Spangler, a Colorado inventor, two cylinders of a four-cylinder gasoline engine are converted into an air-compressor, which is operated by power, from the other cylinders. The working air pressure of 50 pounds, reached in half a minute is maintained by the automatic stopping and starting of the gasoline motor. The machine is gearless, a steering-wheel lever controlling speed by the air released from the tank to the driving air-engine on the rear axle.



Dunlop's record of achievement in the field of Pneumatic Tyre construction, is unequalled.

In the year 1888, Dunlop made the first pneumatic tyre.

In the present year, the Dunlop Cord is the longest mileage tyre. It is the product of over 30 years' EXPERIENCE in tyre manufacture.

PRACTICALLY ALL THE MANUFACTURERS OF THE BEST ENGLISH CARS RECOGNISE THE SUPERIORITY OF DUNLOP CORDS, because they plank for Dunlop Cords as their standard equipment.

Obtainable from the Dunlop Co's own Branch, also from Stocks carried by the Taxi Co., and by J. Gibbs & Co., Alexandra Bldg. (Phone C.704—Sundays & Holidays C.4596.)

Supplied at MANUFACTURER'S prices. DUNLOP RUBBER CO. (China) LTD. St. George's Building, Hongkong. Phone C. 4554.

"DOPE" AND FIREARMS.

Find in Possession of Chinese.

Enough opium to provide 70,000 doses, containing sufficient morphine to kill 14,000 people, was found in the possession of Ah Song, a Chinese, when arrested at Cardiff.

The local justices recently fined him £10, sent him to prison for three months, and recommended him for deportation.

When arrested by Inspector Adams Ah Song pulled from his pocket a handful of Treasury notes, but returned them on inspector's advice.

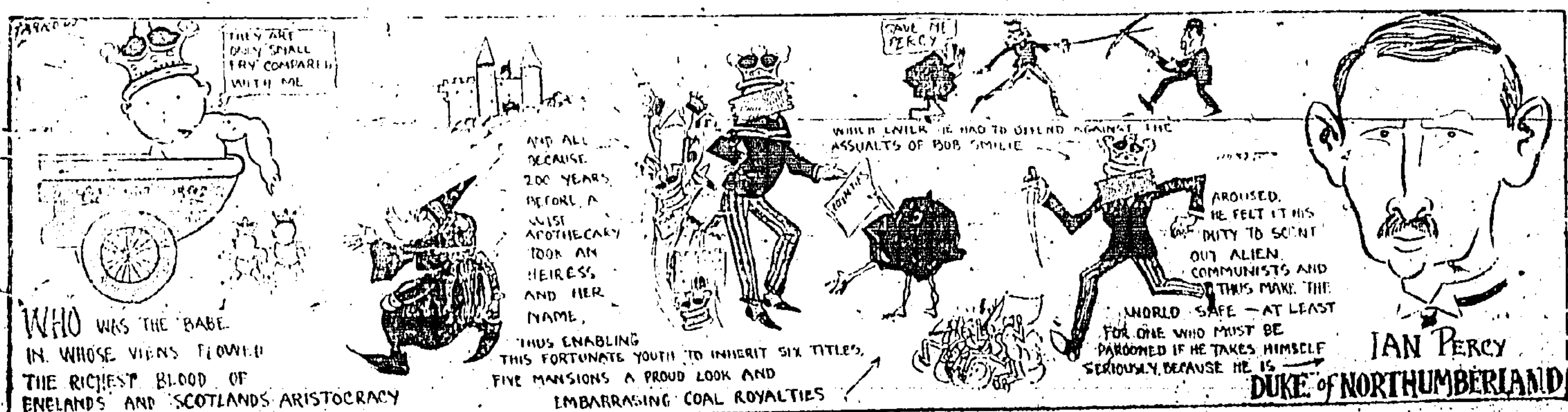
In his possession was an automatic pistol loaded in eight chambers, and two loaded revolver magazines. For the possession of the firearms without permission he was sentenced to one month's imprisonment with hard labour, and a similar term for the possession of the ammunition.

THE Y ALL LOVE KLIM MILK

For many reasons KLIM is the ideal milk for babies. It may be mixed when needed, ensuring its freshness. It is always the same—absolutely uniform.

CARICARTOONS

Specially drawn by Will Farrow



THE NEW CAPSULE.

European doctors know the value of Blenoson Capsules, and have prescribed them continually to their patients for great number of years.

BIENOSAN CAPSULES (Santal Oil & Aza Kava)

provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenoson Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists, Fletcher & Co., Ltd., Colonial Dispensary, Edward Dispensary, A. S. Watson & Co. Ask for Verber's Blenoson Capsules and refuse substitutes.

Manufacturers, ROBERT FERBER LTD. Ajayam Rd., London W. 12.

CURE IN 48 HOURS

You may not have
the keen sight of
A BOY
but you can have
your eyes so well
equipped that you are enabled
to see as well as any boy.

LAZARUS
17, QUEEN'S ROAD CENTRAL
The only European Optician in the Colony.

The Hongkong Telegraph

FOUNDED 1861 No. 12,551 六甲道 號式十 七英港香 SATURDAY JULY 12, 1924 日四十月六

FEDERAL 2-1/2-ton Truck Chassis.
This chassis is furnished in 5 wheel bases and 5 lengths of frame. Engine of 281 cubic inches piston displacement. R. A. C. Rating. 27.2 Horsepower. 35 h.p. at normal engine speed; high topalton magneto; 35 x 4 front and dual rear Firestone Cushion Type Tyres; electric generator; electric side, tail, and instrument lamps; electric motor-horn; special hard service battery.
Prices and complete specifications on request.

THE DRAGON MOTOR CAR CO., LTD.
Registered Head Office and Service Station.
35 Wo Ngai Chung Road, Happy Valley.
Telephone.....Central 3950.

MORE RECORDS SMASHED.

BRITISH SPRINTERS WONDERFUL FEAT.

Paris, July 11.
At the Olympic Games, in the four hundred metres semi-final, Fitch (America) won in the world's record time of forty-seven and four-fifths seconds. Butler (Britain) who was beaten only by inches, came second.

Later.
In the four hundred metres final, Liddell (Britain) was first, Fitch (America) second, and Butler (Britain) third. The time was forty-seven and three-fifths secs.

This is the third time a world's record has been set up for this distance in two days.
[A message yesterday reported that Imbach (Switzerland) broke the record, in a heat, with 48 secs.]

ANGLO-SOVIET CONFERENCE.

TREATY OF COMMERCE BEING CONSIDERED.

London, July 11.
It is understood that the Anglo-Soviet Conference is at present considering an agreement calculated to benefit the Soviet Government to the extent of ten millions sterling. It is stated that if a Treaty of Commerce is concluded it will supersede the Trade Agreement of 1921 and enable the Soviet to claim money which belonged to the Russian Imperial Government now lying in English banks. It is pointed out in well-informed quarters, however, that the matter will not be subject to a separate agreement but part of a general Treaty embodying a complete agreement on all points, including Soviet indebtedness to Britain. *Reuter.*

BOXER INDEMNITY BILL.

MONEY FOR EDUCATIONAL PURPOSES.

London, July 11.
The Standing Committee on the China Indemnity Bill has inserted amendments which provide that the money shall be applied to such educational and other purposes as shall be determined by the Foreign Secretary. The original draft did not specify education. The Foreign Secretary has also now to act only after consultation with an advisory committee, consisting of ten persons appointed by the Secretary of State, of which at least one shall be a woman and at least one a Chinese. *Reuter.*

INDIAN BORDER FIGHTING.

300 BRITISH CAVALRY KILLED.

It is reported from Meshed that three hundred of the Government Cavalry were killed during a night attack by Turcomans in the latter's country. The remainder of the cavalry escaped to Meshed, to which place reinforcements have been sent. *Reuter.*

CRICKET NEWS.

AFRICA DRAW WITH WARWICK.

London, July 11.
At Birmingham the weather was brilliant and hot when the Warwickshire v. South Africa match was resumed. The attendance was small.

On a good wicket, the South Africans scored 384 for 8, (Commaille 69, Taylor 103). Taylor hit thirteen fours, batting 160 minutes. The match was drawn.

COUNTY MATCHES.

At the Oval, Surrey beat Gloucester by 323. Surrey scored 184. Parker taking 7 for 82, including the hat trick, and then scored 374 for 7 and declared (Hobbs 105, Sandham 73). Gloucester compiled 78, and 157. Foulser taking 4 for 31, including the hat trick.

Lancashire at Northampton beat Northants by an innings and 61. Lancashire compiled 376 for 8, and declared (Makepeace 106). Northants replied with 87, and then 228.

Yorkshire beat Essex at Southend by an innings and 131. Essex scored 132, and then 208. Yorkshire compiled 471 for 5, and declared (Stutcliffe 255 not out, the highest score of the season).

Somerset beat Derbyshire at Bath by 192. Somerset scored 230, and 299 for 8, and declared. Dorcy compiled 117 and 220. *Reuter.*

BUILDING TRADE DISPUTE.

London, July 11.
The building trades employers in a statement say that owing to the delay in issuing the court of enquiry's report and the fact that the strike is now of a national character and extent, the lockout notices have been further

INTERNATIONAL GOLF.

VICTORY FOR MITCHELL AND DUNCAN.

London, July 11.
George Duncan and Abe Mitchell have won the international golf match against Walter Hagen and Macdonald Smith (America), by four up and two to play. At the end of the morning round, the Britishers were three up. *Reuter.*



Abe Mitchell.



George Duncan.

The match was a four-ball match of 72 holes, the first 36 being played at Weybridge on Thursday and the second 36 at Uxley on Friday. At the end of the first day's play, Duncan and Mitchell were four up.

The winners receive £300 whilst the losers get £100. Side-stakes amounting to about £1,000 were also involved.

STAMP ORDINANCE.

A PROPOSED AMENDMENT.

The Gazette contains the draft of a Bill to amend the Stamp Ordinance. It is explained that Section 35 of the Stamp Ordinance, 1921, provides for exempting, from stamp duty re-assignments and consequential new mortgages executed for the purpose of obtaining a Crown Lease. It is now proposed to provide in the same way for exempting from stamp duty re-assignments and new mortgages executed for the purpose of effecting an exchange of land with the Crown.

LIQUOR BUCCANEERS.

New York, July 11.
Following the report from Halifax that pirates have boarded the French steamer Mulhouse off the New Jersey coast and seized a cargo of liquor valued at half a million dollars, Prohibition officials now learn that the pirates have boarded a second ship under foreign registry and seized a cargo of liquor valued at half a million dollars and thrown it overboard. *Reuter.*

BIG FIRE.

Six Lives Lost.

EUROPEAN OFFICER INJURED.

A fire which occurred in Queen's Road West this morning was, from the point of view of the numerous casualties it produced, one of the most disastrous that has happened in the Colony within recent times. In the short period of a quarter of an hour, six persons were killed, including a Chinese fireman, whilst amongst the numerous injured was Station Officer George Moss, who sustained a bad fall whilst attempting a gallant rescue of a woman and two children who were being burnt to death on one of the upper floors.

TENANTS' PLIGHT.

The call came through to the Central Fire Station shortly after three o'clock this morning but promptly as the equipment was turned out it was found on arrival that the building was hopelessly ablaze from ground to roof. The alarming spectacle was presented of a number of people gathered on the verandahs, whose escape by the ordinary means had been completely cut off when the flames got a hold on the staircase and were burning it up. Those on the first floor managed to escape by clambering round the pillars and so got into comparative safety on the verandah of the adjoining house, but the building involved, No. 191, a corner house situated at the junction of Queen's Road West and Wilmer Street, was too well alight for any hopes to be entertained of saving it.

GALLANT RESCUE ATTEMPT.

Three hydrants were got to work from favourable positions in Queen's Road and Wilmer Street, while Station Master Moss headed a gallant attempt up one of the ladders to rescue a woman and two children who were reported in danger of being burnt alive on the second floor verandah. At the critical moment, the verandah collapsed and two firemen came down into the street with it. The debris, falling heavily on the stay of the ladder, severed it, and the ladder collapsed in its turn. Mr. Moss and four men who were on it were injured in the drop into the street. Another fireman, Lo Fook, who was on the first floor verandah which sustained a partial collapse, was hit with great force by an iron spar and was killed when he fell into the street.

THE FATALITIES.

Those of the inmates killed included a woman and her two little children (a boy and a girl aged seven and four years respectively), an old woman and a young daughter who occupied a bed space on the second floor. They were the family and servants of the proprietor of an electric fittings shop in the ground floor. Another woman, stated to be the concubine of the man, escaped by jumping over the verandah and was found lying unconscious in the street. It is not known how the outbreak originated. The staircase where the fire first started was in the rear of the building, for which reason the alarm was not given until too late. Finding escape by the staircase completely cut off, all the inmates rushed on to the verandahs, and though the collapse did not immediately follow it was believed that this action largely contributed to the catastrophe. The concubine, who had lost her reason, jumped into the street, but the other inmates of the second floor lingered back, and were actually being burnt to death when the attempt was made by Station Officer Moss to rescue them.

Fortunately, the inmates of the first floor had the sense to clamber on to the verandah of the adjoining building and made their escape. Fireman Lo Fook, who

COLONY'S FINANCES.

CREDIT BALANCE STILL RISING.

The Gazette publishes statistical returns which show that the Colony's credit balance on March 31st was \$18,443,853, as against \$17,581,283 at the end of February.

The revenue for the first three months of the year totalled \$6,859,475, as against \$6,207,042 for the same period last year; whilst the income for the month of March was \$2,562,756, compared with \$2,014,281 for last March.

The expenditure for the first quarter of the year was \$4,367,116, as against \$3,807,999 last year; whilst for the month of March the out-goings totalled \$1,700,106, as compared with \$1,297,686 for the same month last year.

NEW TERRITORIES.

COMING LAND SALES.

Several land sales in the New Territories are soon to take place. At the District Office, Tai Po, on the 23rd instant, three lots will be offered. Two of these are situated at Fanling, having areas of 71,800 and 76,700 square feet, the respective upset prices being \$1,436 and \$1,534. On these, at least \$20,000 must be spent in rateable improvements. The third lot, situated at Kam Shan, contains 17,300 square feet, the upset price being \$355, whilst \$10,000 must be spent in rateable improvements.

On July 31st, at the Ping Shan Land Office, two lots at San Hui, Castle Peak, will be disposed of. The first contains 590 square feet, upset price \$6, on which \$500 in rateable improvements must be spent; and the second comprises 7,000 square feet, the upset price being \$70, and on which a sum of \$4,250 must be spent.

At the District Land Office, Hong Kong, on July 25th, two lots situated at Tai Pak Island, near Ping Chau, are to be offered. These are each of 13,000 square feet, the upset price being \$260 in each case. The purchaser must within two years construct a retaining wall round the seaward side of the lot, which must be reclaimed to the satisfaction of the District Officer.

At the District Office, Hong Kong, on August 1st, a lot at Tsan Wan, containing 15,000 square feet, will be sold. The upset price is \$150, and within two years a sum of \$7,000 must be spent in rateable improvements, half to be completed within a year.

JUNE WEATHER.

HOW THE HEAT VARIED.

Returns issued by the Royal Observatory show that the average mean temperature during June was 80.5, the highest recorded being 90.3, on the 4th, and the lowest 73.3, on the 14th.

There were 127.3 hours of sunshine, whilst the total rainfall was 23.14 inches.

The lowest barometer reading was 29.536 on the 4th, whilst the highest gale velocity was 61 miles per hour, on the 21st.

TO-DAY.

Closing Exchange 2s. 4. 11/16.
Lighting Up-Time 7.11 p.m.
High Water 6.8 a.m.
Low Water 11.29 p.m.



A prominent London conductor has been emphasising the fact that many people fail fully to appreciate modern orchestral music because they are ignorant of the timbre of the different instruments, and consequently miss much that would otherwise prove of absorbing interest to them. As I am by way of being something of an instrumentalist myself—I play the second tambourine at the Handel Festival—it may be helpful if I briefly describe the sounds made by some of the less familiar orchestral instruments:—

The piccolo makes a noise like a cricket on the hearth:

the clarinet makes a noise like a tin-whistle with adenoids;

the oboe makes a noise like squeaky boots;

the bassoon makes a noise like a stockbroker snoring;

the double-bassoon makes a noise like a bull of Bashan;

the French horn makes a noise like a sturgeon moaning for its caviar;

while the trombones, trumpets, and cornets all make bright yellow noises of varying intensity.

Next time your Municipal Orchestra is playing Rottenbosch Rhapsody in A Flat (with vacant possession), may you listen to it with added enjoyment by virtue of these few hints!

Owing to the prominence recently given by many of the daily newspapers to murder and divorce cases, several leading actresses have regretfully decided to postpone losing their jewels until later in the season.

Pausing outside a suburban theatre to read the play-bill the other day, I was delighted to find a practical application of the old motto, "Honour to whom honour is due." After the cast and all the other functionaries had been mentioned by name, I read:—

"Typewriter used in Act I, kindly lent by the Blank Typewriter Co., Ltd. Cigarettes smoked in Act II supplied by the Dash Tobacco Co., Ltd."

I think, however, that the bill might have been a trifle more comprehensive, and mentioned whom the matches were by which kindled the cigarettes. Personally, if I were responsible for drawing up a play-bill, I should go a step farther, and mention whom the stout was by which Mr. Raveling Rantor drinks in his dressing-room between the acts; as also the particular brand of each he hastily sucks before resuming his part.

At the same time, I would like to see this method of paying chivalrous tribute extended to other spheres of activity, and I trust the day is not far distant when, at the foot of my weekly musings, you will be privileged to read:—

"Typewriter used in 'Mixed Grill' kindly supplied (on the Easy Instalment System) by Messrs. Light, Tapit and Co., Mr. Ashley Storne's braces by Hope Bros."

Another splendid new disease this week! Doctors have just discovered "danor's heart"—a melody attributed to the exertions put forth at the summons of the saxophone. But I fancy the doctors are for once. I can think of nothing less likely to cause engine trouble to the heart than the gentle act of trundling a dandelion backwards round the floor by means of the lingering, languid push-stroke in which we dancing men now indulge. In the old days, when kitchen ladders were all the vogue, and our object was to hang into as many people as possible and hurl our partner violently into the air, where she crashed to earth in a splashing nose-dive, I can quite understand that it was

bad for the heart. But you simply can't contract dancer's heart from shuffling slowly around like a funeral muto with lagging toe-nails. If there be any sufferer from this ailment today, he has certainly not contracted it by dancing, but (I venture to suggest) by sitting out behind a shady palm, holding thumbs with his partner, and listening to her telling him that there's something about him that irresistibly reminds her of Owon Nares.

Eureka! which, being interpreted, means, I have found it! (or was Eureka the wife of Socrates? But no matter.) I refer to my rhyming dictionary, which turned up not in the coal-box, not even on the bookshelf, but in a drawer in my dressing-room, where it was pressing the knees of my flannel trousers. So I shall be able to supply you this week with some real poetry, which rhymes at the corners, and which can be scanned without employing a theodolite and an artificial horizon. I simply call it—

LINES.

(on reading that fewer marriages than ever were contracted during the "unlucky" month of May.)

Ladies all, about to marry,
You were very wise to tarry

Till the month of May was out;
Be you no'er so brave, so plucky,
It were really most unlucky

Superstition's lore to flout.
"Those who wed in merry May-
time

Can't look forward to a gay time
In the matrimonial state"

And to proverb's proven true words

I would like to add a few words,
Ere the moment be too late.

Prithce, ladies, list to reason:
May is not the only season

Which can boast ill-fortune's ban;

There is June, Feb., March,
September,

Oct., Nov., Aug., July, December,
April, too, and likewise Jan!

Large mirrors have been provided for the soldiers at Aldershot so that they can inspect themselves before going on parade. I doubt, however, the utility of the arrangement. As Robert Burns failed to remark, we cannot see ourselves as others, especially Sergeant-Majors, see us and the opinions of Tommy and the S.M. as to what constitutes "good order and military discipline" are usually at variance.

During the day of my training in the ranks, after I had sat up all night shivering, cutting my hair, blacking my boots, and polishing my buttons, next morning always found me holding views on my personal appearance diametrically opposed to those of S.M. Somehow I think that there is some peculiar kind of X-ray which emanates from the Sergeant-Major's basilisk eye, and which tarnishes buttons, stimulates the growth of the hair, and splashes mud on your boots while you wait. In no other way can I account for the fact that my Crime Shoe (now in the Imperial War Museum), which required a special fatigue-party to carry it, consisted of over a thousand entries all exactly the same.

A friend of mine has recently been in hospital for a minor operation. When I visited him he was struggling with the aftermath of the anaesthetic. On my enquiring how he felt, my friend replied in feeble accent:—
"When I have sensations like those, I prefer to have acquired them on whiskey!"
—No, he is not a fellow-journalist. He is an important official in the Ministry of the Navy. His brother is a No. 10 air force officer.